Seventh Series, Vol. XXXIV, No. 10

Thursday, March 3, 1983
Phalguna 12, 1904 (Saka)

LOK SABHA DEBATES

Eleventh Session
(Seventh Lok Sabha)

LOK SABHA SECRETARIAT

NEW DELHI

Price: Rs. 4.00

CONTENTS

No. 10, Thursday, March 3, 1983/Phalguna 12, 1904 (Saka)

	COLUMNS
Oral Answers to Questions:	
*Starred Questions Nos. 164 to 166, 169 and 171	1—31
Written Answers to Questions:	
Starred Questions Nos. 170, 172 to 174 and 176 to 182 1852 to 1879, 1881 to 1885, 1888 to 1891, 1893 to 1907, 1909 to 1924, 1926 to 1931, 1933 to 1979, 1981 to 2006, 2008, 2009, 2012 to 2022, 2024 to 2044, 2047, 2072 and 2074 to 2082	44—103
Unstarred Questions Nos.	
Papers Laid on the Table	303—12
Committee on Subordinate Legislation—	
Sixteenth Report	312
Panel of Chairmen	312
Statement *Re.* Incidents in Assam—	
Shri P. C. Sethi	314—15
Calling Attention to matter of urgent Public Importance—	
Power shortage in States	316—59
Shri Chitta Basu	316, 320—27
Shri P. Shiv Shankar	316,—20, 327—33, 342—48
Shri Rajnath Sonkar Shastri	333—42
Shri B. D. Singh	348—53
Shri Chhotey Singh Yadav	353—58
Petition *re*: Prevention of cruelty to Animals	359
Matters Under Rule 377—	
(i) Need for a T. V. Centre at Allahabad: Shri Krishna Prakash Tewari	359—60
(ii) Need to control apple scab disease and to provide financial assistance to the apple growers in Himachal Pradesh. Shri Krishan Datt Sultanpuri	360—61
(iii) Incidents in Jawahar Lal Nehru University. Shri Ram Vilas Paswan	361—63

*The sign + marked above the name of a Member indicates that the question was actually asked on the floor of the House by that Member.

COLUMNS

(iv) Need for Immediate release of Water from the Kota Barrage in the Chambal Canal
Shri Madhavrao Scindia . . . . . 363 –64

(v) Steps for ending the strike in Indian Explosive, Gomia
Shri Ramavatar Shastri 364-65

(vi) Need for adequate wages to the labourers engaged in plucking Tendu Leaves.
Shri Baburao Paranjpe 365

(vii) Plight of Bangladeshi widows in Ashram at Karnal
Shri Sudhir Kumar Giri. 367

(viii) Plight of Cattle Grazers Families of Bharatpur Bird Sanctuary.
Shri Rajesh Pilot. 367-68

Railway Budget, 1983-84—General Discussion. . . . . 368—542
Shri R. P. Yadav . . . . . 368—76
Shri G. L. Dogra . . . . . 376—82
Shri Harikesh Bahadur . . . . . 382—93
Shri Chiranji Lal Sharma . . . . . 393—400
Shri N. K. Shejwalkar . . . . . 400—10
Shri Keyur Bhushan . . . . . 411 —16
Prof. Satya Deo Singh . . . . . 416—23
Shri Harihar Soran . . . . . 423—27
Shri N. E. Horo . . . . . 427—33
Shri Qazi Saleem . . . . . 433—41
Shri Dileep Singh Bhuria . . . . . 441—45
Shri Chhangur Ram . . . . . 445—51
Shri Ram Singh Yadav . . . . . 451—57
Shrimati Kesharbai Kshirsagar . . . . . 457—60
Shrimati Usha Verma . . . . . 461—63
Shri Krishna Datt Sultanpuri . . . . . 463—67
Shri Ghulam Mohammad Khan . . . . . 467—73
Shri Mool Chand Daga . . . . . 473—82
Shri Pratap Bhanu Sharma . . . . . 482—88
Shri Oscar Fernandes . . . . . 488—91
Prof. P. J. Kurien . . . . . 491—98
Dr. Galam Yazdani . . . . . 498—504
Shri Ajit Kumar Saha. . . . . 504—509
Shri Jairam Varma . . . . . 509—16
Shri Kesharao Pardhi . . . . . 516—21
Shri Krishan Pratap Singh . . . . . 521—23
Shri A. T. Patil . . . . . 523—33
Shri Era Anbarasu . . . . . 533—41

Business Advisory Committee—
Fourtieth Report. 542

LOK SABHA

Thursday, March 3, 1983/Phalguna 12 1904 (SAKA)

The Lok Sabha met at Eleven of the Clock

(MR. SPEAKER *in the Chair*)

MR. SPEAKER: SHRI A. C. DAS:

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न है ।

अध्यक्ष महोदय : मैंने आपको बता दिया है ।

श्री अटल बिहारी वाजपेयी : आज विदेश मंत्रालय के सारे सवाल आगे की तारीख के लिए भेज दिए गए हैं ।

अध्यक्ष महोदय : उन्होंने मुझ से स्पेशल रिक्वैस्ट की थी ।

श्री अटल बिहारी वाजपेयी : लेकिन इस सम्बन्ध में जो प्रक्रिया अपनाई गई है, उस पर मुझे आपसे शिकायत है । . . . (व्यवधान) . . .

प्रो० मधु दण्डवते : क्वैश्चन के बारे में हैं । आप सुनिए ।

. . . (व्यवधान) . . .

अध्यक्ष महोदय : मुझे पता है, आर्डर-आर्डर ।

. . . (व्यवधान) . . .

अध्यक्ष महोदय : मैंने अपने तरीके से नेशनल इण्टैरेस्ट को ध्यान में रखते हुए किया है । उन्होंने मुझ से दरख्वास्त की थी कि ऐसा किया जाए । इसमें कोई ऐसी बात नहीं है ।

श्री अटल बिहारी वाजपेयी : मैम्बरों से सम्पर्क करना चाहिए था ।

अध्यक्ष महोदय : आप यहां पर नहीं थे । मैंने बहुत चेष्टा करवाई थी, आप बाहर गए हुए थे । अगर इसमें आपको कोई आपत्ति है तो हम आप को खेद व्यक्त करते हैं । There is nothing against anything. न उनको जवाब देने में कोई दिक्कत थी । उन्होंने बिल्कुल नहीं कहा कि मुझे जवाब देने में कोई आपत्ति है । बात सिर्फ इतनी है, उन्होंने कहा कि मैं 4 तारीख से उधर होऊंगा, इसलिए आप कृपा करके, इसको करवा दीजिए । आप यहां नहीं थे मैंने पूरी चेष्टा करवाई । आप अहमदाबाद या पता नहीं कहां गए हुए थे । इसमें और कोई बात नहीं थी ।

श्री अटल बिहारी वाजपेयी : अध्यक्ष जी, हम बाद में आ गए थे ।

अध्यक्ष महोदय : उसके पहले प्रक्रिया हो चुकी थी । हमने आपके दफ्तर में भी कहलवाया, हमने पूरी चेष्टा की, हमारी नीयत बिल्कुल साफ है । किसी बात को छिपाने या ढकने वाली बात नहीं है ।

श्री अटल बिहारी वाजपेयी : अगर विदेश मंत्री नहीं आ सकते थे, तो हम उनकी कठिनाइयों को समझ सकते हैं ।

अध्यक्ष महोदय : बस, इतनी सी बात थी ।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, आपका सचिवालय....

अध्यक्ष महोदय : सचिवालय का इसमें कोई दोष नहीं है । मैं उनको बिल्कुल नहीं कहूंगा क्योंकि उन्होंने मुझ से दरख्वास्त की थी । मैंने नेशनल इण्टरेस्ट में सोचकर ऐसा किया है । इस में आपकी प्रायोरिटी लूज़ नहीं होने देंगे ।

You will have your priority next. The same question, the same priority. You will not lose it. This is the only way.... if I have done anything.... (*Interruptions*)

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय अगर मैं 17 तारीख को यहां नहीं हूं, तो ?

अध्यक्ष महोदय : आप मुझे बता दीजिए । जिस तारीख को कहेंगे, उस तारीख को करवा दूंगा ।

श्री अटल बिहारी वाजपेयी : क्वेश्चन बैलेट किया जाता है, उसकी तारीख तय होती है । इसलिए मैम्बर्स से सम्पर्क करना जरूरी था ।

अध्यक्ष महोदय : यह मैं आपको कहता हूं, जिस दिन आप कहेंगे उस दिन मैं उस सवाल को करवा दूंगा ।

श्री अटल बिहारी वाजपेयी : इसको थोड़ा आगे खिसका दीजिए ।

अध्यक्ष महोदय : मैं उनकी मजबूरी को समझ सकता हूं, तो आपकी भी समझ सकता हूं । मेरे लिए दोनों बराबर हैं । मैंने तो नेशनल इण्टरेस्ट को बात करके किया है । मेरे दिमाग में कुछ नहीं है और न उनके दिमाग में है और न आपके दिमाग में है । बोलिए, जिस दिन आप कहें, मैं उस दिन करवा देता हूं ।

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, आपका सचिवालय सरकार की मदद करता है ?

अध्यक्ष महोदय : सवाल ही पैदा नहीं होता है । आप कहें तो मैं इतवार को करवा दूंगा ।

Upgradation of Railway Stations

*164. SHRI A. C. DAS: Will the Minister of RAILWAYS be pleased to state:

(a) the guidelines for upgrading stations; and

(b) the details of those being upgraded on South Eastern Railway in 1982-83 and 1983-84?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): (a) and (b). A statement is laid on the Table of Sabha.

Statement

(a) Halt stations are upgraded into flag stations provided there is sufficient traffic justification and the proposal is financially justified on the basis of additional earnings and additional expenditure.

(b) There are certain proposals under consideration for conversion of halt stations into flag station of S. E.

Railway. The details of such passen ger halts are as under:

S.No.	Name of the Passenger halt	Division	State
1	Khirai between Haur & Panskura station	Kharagpur	West Bengal
2	Banstlaa between Sardiha and Jhargram	Kharagpur	West Bengal
3	Bagri Road between Garbeta and Piardoba	Adra	West Bengal
4	Rajalukuhi between Baramara and Bangriposi.	Khuragpur	Orissa
5	Jankideipur between Sakhi Gopal & Malatipatpur.	Khurdaa Road	Orissa
6	Ghatkrabhata between Dhadspara and Belha	Bilaspur	M.P.
7	Kotmi Sonar between Akaltara & Jairmnagr	Bilaspur	M.P.

Action, on merits of each proposal, will be taken by South Eastern Railway administration as soon as the examination is completed.

SHRI A. C. DAS: It seems that only to upgrade the halt stations to flag stations does not solve the problem. You may be aware that flag stations in Orissa are not up to the mark. Even the good platforms, waiting halls and other basic amenities are not available. May I know whether flag stations will give proper facilities and amenities to the passengers. What are the guidelines given by the Railway in this connection?

SHRI A. B. A. GHANI KHAN CHAUDHURI: Halt stations are upgraded into flag stations provided there is sufficient traffic justification and the proposal is financially justified on the basis of additional earnings and additional expenditure. There are certain proposals under consideration for conversion of halt stations into flag stations on S. E. Railway. The details of such passenger halts have been given in the statement.

Action, on merits of each proposal, will be taken by South Eastern Railway administration as and when the examination is completed.

SHRI A. C. DAS: My question was different. You are aware that Orissa is very backward state and now-a-days new industries are coming up with the help of our Hon'ble Prime Minister and the keen interest shown by our Chief Minister. Even in my constituency, Jaipur, Keojhar Road and Dharmandal have now become industrial belts. But these stations still remain in the same position without any improvements. Whether government propose to raise the platforms, provide sheds and other amenities to the passengers in these stations, and even fly-overs over there also.

SHRI A. B. A. GHANI KHAN CHAUDHURI: I have told you that we have certain criteria and we have to go through these criteria. Unfortunately, I cannot make an exception. If I make an exception here, then a number of persons will come to me and say that since I have made an exception in the case of 'A' why I should not make an exception in the case of 'B' and so on. I quite sympathise with the hon. member. But let me look into this. I can only assure him that he will get sympathetic consideration.

SHRIMATI GEETA MUKHERJEE: I am glad to note that the first station in the serial number is a station which is in my constituency. I hope the hon.

Minister remembers the representations made to him by all the parties from this station through me several times considering all those representations considering the fact that this halt station has remained as a halt station for the last 20 years, considering the fact that a lot of vegetable is being grown nearby, considering the fact that booking is not done from that station and also considering the fact that technically it is not coming in the range of giving financial return, will he assure that he will look after it and bring it within the budgetary sanction?

SHRI A. B. A. GHANI KHAN CHAUDHURI: This is number one because of her representations and because of certain basic facts that deserve consideration. Automatically, it will come in that. She should not get unnecessarily agitated.

MR. SPEAKER: She is not agitated; she has got only an agitational approach.

SHRI A. B. A. GHANI KHAN CHAUDHURI: I also know her constituency very well.

So, I do not want to say more than that.

श्रीमती कृष्णा साही : अध्यक्ष महोदय, मंत्री जी ने बताया है कि हाल्टिंग स्टेशन से फ्लेग स्टेशन में कंवर्शन के लिए कुछ गाइडलाइंस है ptovided there is sufficient justification, provided there are additional earnings,

तब आप हाल्ट स्टेशन से फ्लेग स्टेशन में कंवर्शन करते हैं । बहुत से ऐसे हाल्ट स्टेशंस हैं जहां ठेकेदारी प्रथा के द्वारा टिकट काटते हैं और सारी व्यवस्था इनके द्वारा स्टेशनों पर की जाती है । उनके यहां से जो रिपोर्ट मंगाई जाती है वह रिपोर्ट सम्बद्ध स्थानीय कर्मचारी ठेकेदार से मिल कर भेजते हैं । जैसा कि हमारी माननीय सदस्या ने कहा कि यह रिपोर्टें दो-दो, तीन-तीन वर्षों तक एक-सी ही आती रहती हैं जिससे कि उन पर कोई एक्शन नहीं हो पाता है । मैं यह जानना चाहती हूं कि क्या सरकार या रेल मंत्री जी इस टिकट कटवाने की ठेकेदारी प्रथा को समाप्त कर के रेल विभाग द्वारा टिकट कटवाने की प्रथा चलायेंगे ताकि वहां ठीक से कार्य संचालन हो सके और करेक्ट रिपोर्ट आ सके ?

AN HON. MEMBER: Correct. A good question.

SHRI A. B. A. GHANI KHAN CHAUDHARI: Mr. Speaker there is a convention that has been going on for a long time, that a halt station is manned by a contractor and is open for booking of passengers only; and a flag station is manned by the Railway staff and it deals with passenger traffic, luggage traffic and in some cases goods traffic also. Now, if there is any positive complaint about this, Mr. Speaker, I would certainly look into that, and may reverse the whole system.

MR. SPEAKER: Mr. Chaudhuri, yesterday we broke a convention, as far as the Industries Ministry was concerned. So, you can also do it.

SHRI A. B. A. GHANI KHAN CHAUDHURI: I will certainly look into it, Mr. Speaker. But I must have certain complaints.

SHRIMATI KRISHNA SAHI: I have given several complaints– not one.

MR. SPEAKER: Mr. Anantha Ramulu Mallu.

SHRI ANANTHA RAMULU MALLU: On 165.

MR. SPEAKER: Where were you yesterday?

SHRI ANANTHA RAMULU MALLU: I was very much here.

PROF. MADHU DANDAVATE: He was also ... .. .(*Interruptions*)

Education of Young-Handicapped

165. SHRI ANANTHA RAMULU MALLU: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether any research has been made by Government regarding the type of education to be provided to the young handicapped;

(b) whether cooperation from WHO has also been sought in this regard; and

(c) whether there is any proposal to educate the handicapped in ordinary schools with other children so that they may not feel as a special group or alienated from others as a group?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) No specific research has been made by the Government in this regard. However during International year of Disabled Persons a Working Group on education of disabled child was set up in the Ministry of Education. The Working Group recommended that integrated education for disabled children should be promoted so that large numbers of handicapped children can be given education in ordinary schools. It also recommended continuation of special schools and special education for the severely handicapped children who cannot be brought into the main stream of education.

(b) No, Sir.

(c) A Centrally Sponsored Scheme for integrated education of disabled children has been in operation since 1974. The scheme promotes placement of handicapped children in normal schools

SHRI ANANTHA RAMULU MALLU: Sir, it is stated in statement laid on the Tabe that no specific research has been done in this particulat matter. I would like to know from the hon. Minister, when the Government of Idia was so kind enough as to observe an International Year of Disabled Persons, why no specific research has bten taken up in this regard And, I want to know one thing more from the hon Minister. UNICEF is one of the organisations which is extending its cooperation and support to children. Is the Government taking any support from in UNICEF in this pegard?

SHRI P. K. THUNGON Sir, as I have mentioned in the statement laid on the Table of the House, in the International Year of Disabled Persons, a Working Group on the education of disabled children was set up, and that Working Group has suggested certain measures to be taken for integrated education of disabled children.

As regards the question about W.H.O., we do not get any help from W.H.O. but as the hon. Member has stated in his supplementary, we do have some assistance from UNICEF but it is not for the education of the handicapped children only, but it is a kind of overall assistance.

SHRI ANANTHA RAMULLU LU: My question is very specific. I have asked, why the research work has not been taken up in this particular aspect. I do not know what was the reason for not taking up this research, because the number of physically handicapped children is increasing day by day.

I do not know the difficulties before the Government in taking certain steps in this matter.

A good number of disabled and physically handicapped persons are registere in employment exchanges for em-

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A good number of disabled and physically handicapped persons are registere in employment exchanges for em-

ployment. Despite specific instructions from the Government from time to time, unfortunately, even today thousand of disabled and physically handicappe persons who are registered with employment exchanges are waiting for job opportunities. Is the Government thinking of doing something for the physically handicapped? Is the Government going to reserve a certain percentage of jobs in addition to the existing reservation quota for them?

SHRI P. K. THUNGON: In fact, the question does not relate to the employment. But for the information of the hon. Member, I would like to state that 3 per cent of the total vacancies are reserved for handicapepd people. This is known to the House.

SHRI SATYASADHAN CHAKARABORTY: This is a very important question. You know the magnitude and intensity of the problem. According to the study conducted by the World Heatlh Organisation, 10 to 13 per cent of the world population is physically or mentally handicapped. Their number in India is roughly 70 million. The problem of the physically handicauped is integration, employment, rural rehabilitation legislation and asistance to the voluntary organisations. So far as the legislation part of it is concerned, in 1981 the Government of India appointed a committee under the chairmanship of Shri Lal Advani, Director of National Institute of Visual Handicapped. That Committee recommended certain things including legislation by Parliamet regarding employment and compulsory education of the visually and other handicapped persons. What about that legislation? Is the Government thinking seriously about implementing the recommendations of the Committee appointed by the Government? If so, when is that legislation going to be introduced in this House?

SHRI P. K. THUNGON: As regards the percentage of the total number of handicapped people in the world, it is 10 per cent and in case of India it is 20 per cent. As regards the implementation of the lal Advani Committee Report, since this question does not relate to that, I need a fresh notice for that if the hon. Member wans to know about that in detail.

SHRI SATYASADHAN CHAKARABORTY: Has the Minister heard the name of that Committee? Please do your home work.

MR. SPEAKER: Why do you not help him? You are his neighbour.

श्री मोती भाई आर० चौधरी : अध्यक्ष महोदय, विकलांग बच्चों के कल्याण के लिए 1974 से जो स्कीम चल रही है उससे कितने प्रतिशत लाभ हुआ है। मेरे खयाल से इस क्षेत्र में काम नहीं हो रहा है और जो स्वैच्छिक संस्थाएं इस क्षेत्र में काम करना चाहती हैं उनको भी सरकार द्वारा सहायता नहीं दी जा रही है । समय पर इनको ग्रांट नहीं दी जाती इसलिए इस कार्य में काफी रुकावट आ रही है । क्या माननीय मंत्री महोदय इसको देखेंगे ?

श्री पी० के० थुंगन : यह सच है कि यह स्कीम 1974 से चालू है । इस

स्कीम के अन्तर्गत जिन स्कूलों में डिस-एबल्ड स्टूडेण्ट्स पढ़ते हैं, उन स्कूलों को सहायता दी जाती है । उन स्कूलों के जो टीचर्स हैं, उनके वेतन और भत्तों का 15 परसेंट । बच्चों के लिए किताबों, ट्रान्सपोर्ट आदि की सहायता दी जाती है ।

श्री राम विलास पासवान : 1977 के बाद देश में कितने अन्धे हैं, लंगड़े हैं, कुष्ठ रोग से पीड़ित हैं, टी० बी० से बीमार हैं और कितने विकलांग हैं, क्या इन तमाम चीजों पर सर्वेक्षण किया गया है? यदि नहीं किया गया है तो सरकार बताए कि पिछले साल कब सर्वेक्षण हुआ था और पूरे देश के स्तर पर सरकार सर्वेक्षण करने के लिए कब जायेगी जिससे लोगों को सही चित्र का पता लगे ?

श्री पी० के० थुंगन : जैसा मैंने सदस्य महोदय के जवाब में कहा था कि करीब 12 परसट पापुलेशन डिस-एबल्ड है, स्पेसी-फिक सर्वेक्षण अभी तक किया नहीं है ।

श्री राम विलास पासवान : स्वास्थ्य मंत्री जी यहां बैठे हुए हैं । मैं जानना चाहता हूं कि क्या यह सही है कि पिछले पांच वर्षों में सर्वेक्षण नहीं कराया गया है ? आपने कहा है कि "हैल्थ टू ऑल" सबके लिए स्वास्थ्य । सर्वेक्षण कब होगा सिर्फ इतना ही बता दें ?

अध्यक्ष महोदय : कब होगा ?

श्री पी० के० थुंगन : हैल्थ के बारे में पूछा जा रहा है । हैल्थ मिनिस्ट्री के द्वारा सवक्षण किया जाता है ।

श्री राम स्वरूप राम : अध्यक्ष महोदय, सैन्सस के मुताविक डिस-एबल्ड पापुलेशन एक लाख, 18 हजार, 948 है, ब्लाइण्ड लोगों की संख्या चार लाख, 78 हजार, 697 है । इस तरह आप पता लगा सकते हैं कि डिस-एबल्ड लोगों की संख्या कितनी ज्यादा बढ़ गई है । मैं सरकार से यह जानना चाहता हूं कि यह सेण्ट्रल स्पान्सर्ड स्कीम 1974 से चल रही है, इसकी क्या प्रगति है, कितने स्कूल खोले गए हैं और कितने डिस-एबल्ड परसन्स को सरवाइबल के लिए फिट किया गया है ?

श्री पी० के० थुंगन: सर्वे के बारे में ऑनरेबल मेम्बर ने पूछा है । मैं यह कहना चाहता हूं कि 1981–82 में एक प्रेलीमिनरी सर्वे किया गया था, उसकी रिपोर्ट अभी तक नहीं आई है ।

अध्यक्ष महोदय : यह तो इनका जवाब था ।

(व्यवधान)

इण्डियन रेलवे वर्कर्स फेडरेशन का मांग-पत्र

*166. श्री रामावतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि इण्डियन रेलवे वर्कर्स फेडरेशन का तीसरा सम्मेलन मुगलसराय में दिसम्बर, 1982 के दूसरे सप्ताह में हुआ था ;

(ख) यदि हां, तो क्या सरकार को उनका मांग पत्र तथा उक्त सम्मेलन में पारित संकल्प की प्रति प्राप्त हो गई है ;

(ग) यदि हां, तो क्या तत्सम्बन्धी ब्यौरा सभा पटल पर रखा जायेगा ; और

(घ) उन पर सरकार की क्या प्रतिक्रिया है ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) to (d) A statement is laid on the Table of the Sabha.

Statement

(a) to (d) According to letters received from the Indian Railway Workers' Federation in December, 1982 and January, 1983 it is understood that this Federation held its Annual Conference at Mughalsarai on 9-11 December, 1982 and passed certain resolutions—some of them relating to the conditions of service of Railway employees and some of general aspects not concerning Railways.

2. In so far as the resolutions concerning Railways are concerned, it may be stated that they, inter-alia, relate to :—

(i) Parity in wages with Public Sector Workers;

(ii) Revision of D.A. Formula and basis of merger of Dearness Allowance;

(iii) Grant of statutory bonus to Railway employees;

(iv) Time bound promotion policy for Railway employees;

(v) Decasualisation of casual workers;

(vi) Hours of duty of Railway workers;

(vii) Alleged victimisation of railway workers etc. etc.

3. Those demands, which are of a general nature, have to be examined in the totality of the conditions of service applicable to all Central Government servants and no unilateral decision can be taken in respect of Railway servants. Such demands are discussed in the recognised forums, namely, the Joint Consultative Machinery which is available to all Central Government employees. In so far as specific demands concerning Railwaymen are concerned, there is a well established Permanent Negotiating Machinery and the Joint Consultative Machinery forums avaiable and railway employees are expected to channelise the demands through these forums to enable an integrated view being taken of the needs and demands of all segments of the staff.

श्री रामावतार शास्त्री : अध्यक्ष जी, इंडियन रेलवे वर्कर्स फेडरेशन की कानफेंस 9 से 11 दिसम्बर तक मुगलसराय में हुई । वहां स्वीकृत मांग पत्र के सिलसिले में यह सवाल पूछा गया है । मंत्री जी ने 7 मांगों की चर्चा की है इस वक्तव्य में जिनमें सरकारी क्षेत्र के कर्मचारियों की समान मजदूरी, नैमित्तिक श्रमिकों को स्थाई करना आदि मांगें शामिल हैं जिनका सम्बन्ध रेल मजदूरों से होने का संकेत है । बाकी का कहते हैं रेल मजदूरों से सम्बन्ध नहीं है । तो इस वक्तव्य में कहा गया है कि इस प्रकार की मांगों पर मान्यता प्राप्त फोरम जैसे संयुक्त परामर्शतंत्र जो अभी केन्द्रीय कर्मचारियों के लिए उपलब्ध है में विचार विनिमय किया जाता है । तो इस तरह की मांगे मजदूर यूनियने उठा रही हैं या फेडरेशन जो रेलवे के अन्दर हैं ? मैं जानना चाहता हूं कि इन मांगों के बारे में संयुक्त परामर्शतंत्र में विचार किया गया है या नहीं ? यदि किया गया है, तो वह समिति में किस निर्णय पर पहुंचा गया, इस बात की जानकारी सदन को मंत्री जी दें ।

SHRI A. B. A. GHANI KHAN CHAUDHURI : Normally speaking, these facilities have been given to the all India recognised federations. The two all India recognized federations, the All India Railwaymen's Federation and the National Federation of Indian Railwaymen, cover nearly 80 per cent of the railwaymen; the unions which are affiliated to these Federation are given recognition. There are as many as 70 associations of railway employees and it is not always possible, nor is it desirable, to give recognition to all of them.

श्री रामावतार शास्त्री : यह सवाल का जवाब नहीं हुआ ।

अध्यक्ष महोदय : वह आ रहे हैं धीरे-धीरे । अभी स्टेशन पर पहुंचे नहीं ।

SHRI A. B. A. GHANI KHAN CHAUDHURI: This is a specific ances between the railway employees and the public sector undertakings is not tenable due to totally different conditions of working, terms and conditions of recruitment and privileges enjoyed by the railway workers vis-a-vis those in the public sector. The railway workers have also different avenues of promotion and allotment of higher grades, as compared to workers in the public sector units.

श्री रामावतार शास्त्री : मैंने यह नहीं पूछा था । इन मांगों के बारे में जे० सी० एम० में रिकग्नाइज्ड यूनियनों के साथ विचार किया गया है कि नहीं ? यदि हां, तो किस नतीजे पर पहुंचा गया है ? इसका जवाब दिलाइये ।

अध्यक्ष महोदय : छोटे जवाब से आश्वस्त होंगे ?

SHRI A. B. A. GHANI KHAN CHAUDHURI : Some of these demands were not specially discussed in the JCM. They will discuss them. The difficulty is they come from an unrecognized union . . . (*Interruptions*) You know the system in the railways. We go by that system. I entirely agree with you that there is no harm in talking to the workers, and we are prepared to talk on that if the situation demands so. (*Interruptions*) I will certainly look into that, but I am just talking about the convention prevailing in the railway organisation.

श्री रामावतार शास्त्री : मेरा दूसरा सवाल कैजुअल मजदूरों से सम्बन्धित है । नैमित्तिक श्रमिकों को स्थाई करने की मांग उठाई जा रही है । मैं यह जानना चाहता हूं कि रेलवे के अन्दर नैमित्तिक मजदूरों की कुल संख्या क्या है ?

1980 में सरकार ने तय किया था कि उनको नियमित करने का सिलसिला शुरू किया जा रहा है । इस पृष्ठभूमि में मैं यह जानना चाहता हूं कि अब तक कितने लोगों को नियमित किया गया है और जो बचे हुए हैं, उनको नियमित करने के बारे में सरकार के सामने क्या कार्यक्रम है ?

SHRI A. B. A. GHANI KHAN CHAUDHURI: Mr. Speaker, Sir, on this there is another question. Now, if the hon. Member wants me to give an answer on the same lines on the same question, I am prepared to give that.

MR. SPEAKER : Let that question come.

SHRI A. B. A. GHANI KHAN CHAUDHURI: This is a specific question on that.

अध्यक्ष महोदय : उसको साथ में जोड़ दें ।

श्री अटल बिहारी वाजपेयी : उसको अभी ले लीजिए ।

MR. SPEAKER : Which is that ? We shall take it up right now.

SHRI A. B. A. GHANI KHAN CHAUDHURI: Open line is the work which is essential for the day-to-day running of the railways. Project is the work which is for providing additional facilities to improve carrying capacities of the railways. There are at present in 1.3 lakhs casual labourers on open lines and 80,000 labourers on projects.

SHRI RAMAVATAR SHASTRI: What is the total ?

SHRI A. B. A. GHANI KHAN CHAUDHURI: Total is 1.3 lakhs and 80,000.

श्री रामावतार शास्त्री : श्रम मंत्री ने बताया था 2 लाख 3 हजार और ये कुछ और बता रहे हैं । अब दोनों में फर्क हो गया ।

अध्यक्ष महोदय : बराबर ही आ गया ।

श्री रामावतार शास्त्री : कितनों को रेगुलर किया गया । यह तो जवाब दिया नहीं । संख्या केवल बता दी ।

अध्यक्ष महोदय : आपने संख्या ही पूछी है ।

श्री रामावतार शास्त्री : इसमें से रैगुलर कितने किये गये ?

अध्यक्ष महोदय : यह सवाल कौन सा है ?

एक माननीय सदस्य : प्रश्न संख्या 177 ।

श्री राम विलास पासवान : मंत्री जी रैगुलर हैं या कैजुअल हैं ?

श्री रामावतार शास्त्री : रैगुलर कितने बनाये हैं यह तो जानकारी दे दें ।

MR. SPEAKER : This is the answer to which question ? 177?

SHRI KRISHNA CHANDRA HALDER : Sir, you can take Question No. 172 also.

(Interruptions)

MR. SPEAKER : Shri R. L. P. Verma.

SHRI A. B. A. GHANI KHAN CHAUDHURI : Sir, there is some temporary status given to casual labour. There is some temporary status for them.

SHRI RAMAVATAR SHASTRI : How many ?

SHRI A. B. A. GHANI KHAN CHAUDHURI : Those on the open line are 1.3 lakhs and we give them temporary status. You know the benefits of the temporary status and if you want to know what benefits we give them. I can read out the benefits. And for the 80,000 casual labour on projects we do not give them the temporary status.

MR. SPEAKER : Shri R. P. Yadav.

SHRI SATYASADHAN CHAKRABORTY : Sir, hear me for a minute regarding this question.

MR. SPEAKER : No, you can't.

SHRI SATYASADHAN CHAKRABORTY : How can I raise this, Sir ?

MR. SPEAKER : Afterwards.

SHRI SATYASADHAN CHAKRABORTY : Look at the answer. The whole question has been spoiled because he has not applied his mind.

MR. SPEAKER : No, it is not going on record.

(Interruptions)

MR. SPEAKER : Overruled.

SHRI SATYASADHAN CHAKRABORTY : Are you satisfied? *(Interruptions)*. He is also casual Sir.

अध्यक्ष महोदय : प्रोफेसर साहब, पढ़-लिखे आदमी ऐसा नहीं करते ।

SHRI SATYASADHAN CHAKRABORTY : It is better to be a Socrates dissatisfied than to be a Greek satisfied.

MR. SPEAKER : You have your philosophy, Sir.

श्री राजेन्द्र प्रसाद यादव : अध्यक्ष जी, मंत्री जी ने बताया और वह सही भी है कि रेलवेज में दो रिकग्नाइज्ड फेडरेशन्स हैं—एन० एफ० आई०आर० और ए०आई०आर० एफ० । यह दोनों फेडरेशन्स मान्यता प्राप्त हैं । ये फेडरेशन्स ऐसी डाक्टर हैं जिनके पास बहुत सी दवाइयां हैं लेकिन उनके

*Not recorded.

पास मरीज़ पहुंचते नहीं हैं। बार बार इस सदन में बात आई कि क्यों न सीक्रेट बैलट के माध्यम से एक रिप्रेजेण्टेटिव यूनियन चुनी जाए। बार बार यह बात यहां पर उठती रही है लेकिन पता नहीं मंत्री जी को इसमें क्या दिक्कत है ? एक इण्डस्ट्री में एक यूनियन की बात बार बार कही गई है और सीक्रेट बैलट के माध्यम से उसका चुनाव होना चाहिए, यह मांग की गई है। मैं जानना चाहता हूं इसकी व्यवस्था रेलवेज़ में मंत्री जी करना चाहते हैं या नहीं ?

SHRI A. B. A. GHANI KHAN CHAUDHURI: I have said specifically we normally discuss with the recognised unions. There is no harm in talking to other unions and knowing their demand.

Whatever the conventions and rules stand. . . . (*Interruptions*).

SHRI R. P. YADAV: I am not talking of conventions. I know the convention. Knowing it fully well, I ask what about one union in one industry and what about the secret ballot ? This is my question.

SHRI A. B. A. GHANI KHAN CHAUDHURI: I think I have answered that.

SHRI R. P. YADAV: Has he answered the question ? You are in the Chair, Sir.

MR. SPEAKER: He has very adroitly side tracked.

SHRI R. P. YADAV: Sir, you are the judge. Has he answered the question ? He has got to reply my question.

MR. SPEAKER: No, he cannot.

इसके लिए आप दूसरा सवाल करिए।

श्री राजेन्द्र प्रसाद यादव : मैं तो रेलवेज के सम्बन्ध में मंत्री जी से जानना चाहता हूं कि वे सीक्रेट बैलट के माध्यम से एक रिप्रेजेन्टेटिव यूनियन का चुनाव करना चाहते हैं या नहीं ? मैं दूसरी मिनिस्ट्रीज के बारे में बात नहीं कर रहा हूं।

You please request him to reply to my question. He has got to reply. Please order him to reply to my question.

PROF. MADHU DANDAVATE: Why does he not say that it is under active consideration ?

श्री राजेन्द्र प्रसाद यादव : मैंने रेलवेज के बारे में सवाल पूछा है, आप उसका जवाब दिलवाइये।

MR. SPEAKER: Is it for the Labour Ministry or his Ministry ?

श्री राजेन्द्र प्रसाद यादव : मैं तो रेलवेज की बात कर रहा हूं, लेबर की बात कहां कर रहा हूं ? मैं तो यह जानना चाहता हूं कि रेलवेज में मंत्री जी सीक्रेट बैलट के द्वारा यूनियन का चुनाव कराना चाहते हैं या नहीं। मैं लेबर की बात नहीं कर रहा हूं। यह सवाल इसमें उठता है इसलिए आप मुझे इसका उत्तर दिलवाइये।

MR. SPEAKER: Let me see.

SHRI R. P. YADAV: How can this question be passed on ? He has got to reply.

MR. SPEAKER: If it is for the Labour Ministry, then I cannot press him. I will find that out.

SHRI R. P. YADAV: This supplementary arises out of this question.

SHRI INDRAJIT GUPTA: Labour Ministry has nothing to do with that.

MR. SPEAKER: All right, you reply in any way you like.

SHRI A. B. A. GHANI KHAN CHAUDHURI: I have already answered. I have said that normally we do have all these negotiations with the recognised trade unions. I have also said that there is nothing wrong in talking on certain matters with the other trade unions.

MR. SPEAKER: Are they keeping one union or not? That is what he wants to know. That will be answered by the Labour Ministry. I have found that out. I have ascertained it.

SHRI R. P. YADAV: It is for the Railways. He has got to reply. Please order him to reply.

PROF. MADHU DANDAVATE: It is because of the ballot.

SHRI ATAL BIHARI VAJPAYEE: That too secret ballot.

MR. SPEAKER: You put the question and I will get you the reply from the Labour Ministry.

श्री राजेन्द्र प्रसाद यादव : आप रेलवेज में सीक्रेट बैलट के माध्यम से एक यूनियन बनाने का विचार रखते हैं या नहीं ?

SHRI A. B. A. GHANI KHAN CHAUDHURI: Sir, we have to take guildelines from the Ministry of Labour.

Review of the Integrated Child Development Service Scheme

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*169. SHRI TRILOK CHANDRA:
SHRI CHHOTEY SINGH YADAV:

Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether any review of the working of the Integrated Child Development Service Scheme has been made by the Government with a view to knowing the snags, if any, in its working;

(b) if so, when and with what results; and

(c) what steps have been taken by the Government to improve its working?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) Programme Evaluation Organisation of the Planning Commission has recently made detailed Evaluation studies of the ICDS programme. Their final report is still awaited. Medical Colleges all over the country under the guidance of the AIIMS have been conducting base line and repeat surveys in the projects. These studies have revealed significant improvement in the delivery of health and nutritional services to children and mothers in ICDS project areas, thus leading to improvement in their health and nutritional status.

(c) Certain deficiencies, pointed out by evaluation studies have been communicated to the State Governments/Union Territory Administrations for taking remedial measures.

श्री त्रिलोक चन्द्र : अध्यक्ष महोदय मंत्री महोदय ने जो जवाब दिया है, शायद आपने उसको नहीं सुना है ।

अध्यक्ष महोदय : मैंने पढ़ा है ।

श्री त्रिलोक चन्द्र : मेरा प्रश्न दूसरा है और मंत्री महोदय ने जवाब दूसरा दिया है । बाल विकास सेवा योजना 1971 से चली है । यह आज की योजना नहीं है । मंत्री जी जवाब दे रहे हैं कि उसकी अन्तिम रिपोर्ट प्राप्त होनी अभी शेष है । दूसरे पोर्शन में कहते हैं कि निश्चित कमियों के बारे में उन्हें दूर करने के उपाय करने के लिए राज्य सरकारों और केन्द्र शासित प्रफशों को पू सूचित कर दिया गया है । मैं यह पूछना चाहता हूं कि जब

रिपोर्ट अभी तक प्राप्त नहीं हुई है, तो उन्होंने क्या सूचित किया है ? जो सूचित किया है, वह हमें भी बताना चाहिए । इसमें क्या कमियां थीं, इसका हवाला इस में नहीं दिया गया है । सिर्फ यह कहा गया है कि सरकारों को निर्देश दे दिए गए हैं ।

अध्यक्ष महोदय : आप पूछ लीजिए, कौन से अपनी तरफ से भेजे हैं ।

श्री त्रिलोक चन्द्र : वही मैं पूछ रहा हूं । यह योजना 1975 से चली है । बच्चों की खुराक, माताओं की शिक्षा-दीक्षा, बच्चों की तन्दरुस्ती, चाइल्ड-लेवर के विषय में यह योजना चलाई गई थी । इस पर 1979 में 33 प्रोजैक्ट्स पर काम होता था । एक प्रोजैक्ट पर सात करोड़ रुपया खर्च होता था, लेकिन अब उसको बढ़ा कर 42 करोड़ रुपया कर दिया है । मैं सरकार से पूछना चाहता हूं कि इस योजना पर अब तक कितना पैसा खर्च हुआ है, क्या उपलब्धियां हैं और क्या कमियां हैं ?

श्री पी० के० थुंगन : अध्यक्ष महोदय, माननीय सदस्य ने रिपोर्ट के बारे में कहा है । मैं फिर दोहराना चाहता हूं कि फाइनल रिपोर्ट मेरे पास नहीं है । जो इण्टेरिम रिपोर्ट प्राप्त हुई थी, उस के मुताबिक जो कमियां थीं, उन कमियों को दूर करने के लिए हमने राज्य सरकारों को लिखा है । यदि आप डिफैक्ट्स जानना चाहेंगे तो वह भी मैं आपको बताना चाहता हूं ।

(1) The problem of effective coordination;

(2) lack of involvement of community;

(3) inadequate accommodation for *Anganwaris*;

(4) lack of basic amenities like electricity, sanitation facilities etc.

जो 0 से 3 साल के बच्चे हैं . . .

AN HON. MEMBER : From where is the zero taken ?

SHRI P. K. THUNGON : It is taken from the zero. The category of children from zero to three years are not getting proper treatment: These defects have been communicated to the State Governments for rectification.

श्री त्रिलोक चन्द्र : अध्यक्ष महोदय, अभी आप ने सुना मंत्री जी ने दो योजनाओं को इस में और जोड़ दिया—संख्या 3 और सं० 4—बिजली और मकान । बिजली और मकान का प्रश्न इस योजना के अन्तर्गत नहीं आता है और न ही इन से कोई विकास होता है । इस में बच्चों की तन्दरुस्ती, खुराक, माता की शिक्षा-दीक्षा के विषय हैं तथा इस के अन्तर्गत जो न्यूट्रीटिव फूड एफ० ए० ओ० तथा केअर से आते हैं, वे इस के माध्यम से बच्चों को बांटे जाते हैं, हालांकि वे भी बच्चों तक पूरी तरह से नहीं पहुंच पाते हैं । लेकिन बिजली विकास एवं घर की बात इस में कहीं नहीं आती है । यह स्कीम तो बच्चों की वेलफेयर के लिए है—इस में बिजली कहां से जड़ दी ?

श्री पी० के० थुंगन : इस में बिजली और मकान भी आते हैं । जैसा मैंने आंगनबाड़ी का जिक्र किया है—यहां मुख्य सेविका या प्रोजेक्ट आफिसर के लिए एकोमोडेशन की जरूरत थी . . . (व्यवधान) . . . इस के साथ ही बच्चों को ठीक प्रकार से दवाइयां देने के लिये रेफ्रीजरेटर की जरूरत पड़ती है और रेफ्रीजरेटर को चलाने के लिए बिजली की जरूरत पड़ती है—इस लिए बिजली को इस में जोड़ा गया है ।

SHRI ANANTHA RAMULU MALLU: This is one of the best schemes available in the country for children. But at present the scheme is functioning in a limited number of suburbs only in the country. I would like to know from the Hon. Minister whether Government is considering any proposal to extend this scheme to all the blocs all over the country. If so, when this would be done? If not, what are the difficulties in extending this scheme?

SHRI P. K. THUNGON : This is one of the best schemes for the benefit of the downtrodden people whose incomes are very low and who live below poverty line. Initially, we had a proposal to open only 600 rojects during the Sixth Five Year Plan period. But you will be glad to know that with the introduction of the 20-Point Programme, this number has now gone up to 1,000 projects. But 31-3-1983, as many as 300 projects will be functioning. In adition to this, 320 more projects are already sanctioned. By the end of the Sixth Five Year plan period, the number of the projects would be raised to 1,000. The total number of beneficiaries would be 1.30 crores who belong to lower rungs of society.

श्रीमती गुरबिन्दर कौर ब्रार : अध्यक्ष जी, यह जो चाइल्ड डवलपमेंट सर्विस स्कीम है, यह रूरल एरिय ज के लिए सब से बढ़िया प्रोग्राम है । इस के अन्दर जीरो से तीन वर्ष तक की उम्र के बच्चों की देखभाल की जाती है । जीरो से यह मतलब है कि जो प्रेगनेण्ट मदर्स हैं उनको भी लुकआफटर किया जाए, उनमें भी अगर आयरन और विटेमिन्स की कमी हो तो वह टाइम पर दूर की जाए । जीरो से तीन वर्ष तक के बाद आंगनवाड़ी से बच्चे रेगुलर स्कूल में चले जाते हैं । बालवाड़ियों को चलाने और हमारी कुछ हेल्थ स्कीमों के चलाने के अलावा हमारे यहां आंगनवाड़ियां की भी बेहद जरूरत है । इन आंगनवाड़ियों के वर्कर्स की ट्रेनिंग का काम आपने कुछ इंस्टीच्युशंस को सौंप रखा है । आंगनवाड़ी के कुछ वर्कर्स ट्रेंड हो गये हैं । मैं यह जानना चाहती हूं कि कितने वर्कर्स ट्रेंड हो गये हैं और क्या उनको एम्प्लाएमेंट मिल गई है या नहीं ?

जो बच्चे बालवाड़ियों में होते हैं उनके हेल्थ कार्ड बने होते हैं जिससे कि हरेक मन्थ उनको देखा जाए ताकि उनकी हेल्थ मेण्टेन करने में मदद मिल सके । मैं यह पूछना चाहती हूं कि क्या हिन्दुस्तान के रूरल एरियाज के हरेक ब्लाक्स में यह स्कीम लागू हो गई है, या कुछ एरियाज़ अभी रह गये हैं ?

श्री पी० के० थुंगन : आनरेबल मेम्बर ने पूछा है कि आंगनवाड़ी के कितने वर्कर्स ट्रेंड किये गये हैं । मैं सिर्फ आंगनवाड़ी ही नहीं आई सी डी एस मुख्य सेविकाज और आंगनवाड़ी तीनों के बारे में बताना चाहता हूं —

As per the report received from 346 projects out o. 620 of ICDS projects sanctioned upto 1982-83, 277 Child Development Project Officers, 952 trained Mukhyasevikas and 16,520 Anganwadi workers have already been trained. Supplementary nutrition is being provided to 600,743 children in the age-group of 0-3 years.

दूसरा जो सवाल मेम्बर महोदया ने पूछा है, उसके बारे में मेरे पास अभी सूचना नहीं है । वह मैं बाद में दे सकता हूं ।

श्रीमती गुरबिन्दर कौर ब्रार : अध्यक्ष महोदय, मेरा बहुत महत्वपूर्ण सवाल है । आपने यह नहीं बताया कि कितने आंगनवाड़ी वर्कर्स को ट्रेनिंग मिल चुकी है ?

अध्यक्ष महोदय : आप दुबारा सवाल डाल दीजिए

श्री रामलाल राही : बालवाड़ी योजना के अन्तर्गत एक बालाहार योजना ग्रामीण क्षेत्रों की जो छोटी-छोटी पाठशालाएं हैं उनके बच्चों को अच्छा आहार देने के लिए चलाई गई थी । यह कई प्रदेशों में जिसमें कि उत्तर प्रदेश भी शामिल है, चलाई गई थी । लेकिन अगर आप पता लगाएं तो आपको मालूम होगा कि बच्चों की बालाहार योजना में अच्छी खुराक देने के लिए जो पैसा जाता है, संभवतः उसका दुरुपयोग हो रहा है और इस तरह से जितनी आपकी योजनाएं हैं चाहे वे बाल विकास के सम्बन्ध में हों, बाल पोषण के सम्बन्ध में हों, बच्चों के स्वास्थ्य के लिए हों या उनके रहन-सहन को सुधारने के लिए हों, इन सब योजनाओं के अन्तर्गत ग्रामीण क्षेत्रों में कोई रचनात्मक कार्य नहीं हो रहा है । केवल कागजों पर काम हो रहा है ।

क्या मंत्री जी कुछ इस तरह की व्यवस्था करेंगे जिससे इन योजनाओं का वास्तविक लाभ ग्रामीण क्षेत्रों के बच्चों को मिल सके ? ऐसे बच्चे जो बे-सहारा हैं, बे-रोजगार हैं, किताबें नहीं हैं, कपड़े नहीं हैं, चीथड़े पहन कर जाते हैं, खुराक नहीं मिलती, ऐसे बच्चों को वास्तविक रूप में ये सुविधाएं उपलब्ध हो सकें ? अगर अपने स्तर से नहीं कर सकते तो क्या राज्य सरकारों को निर्देश देंगे कि वे इस तरह की व्यवस्था करें जिससे इन योजनाओं का दुरुपयोग न हो ।

श्री पी० के० थुंगन : मैं माननीय सदस्य को बताना चाहता हूं कि ये योजनाएं ग्रामीण क्षेत्रों के लिए ही बनाई गई हैं । इनके दुरुपयोग के बारे में अभी तक हमारे पास कोई रिपोर्ट नहीं है । अगर माननीय सदस्य की कोई स्पेसिफिक कम्प्लेंट होगी तो उसे जरूर देखा जाएगा ।

MR. SPEAKER : Nex question—Shri Rasabehari Behera—absent. Next question—Shri Nanje Gowda.

Working group to formulate policy on Adoption of Indian children abroad

*171. SHRI H. N. NANJE GOWDA: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether there is a proposal under the consideration of the Government to set up a working group under his Ministry to formulate policy on the adoption of Indian children abroad;

(b) if so, by what time the working group is likely to be set up; and

(c) what would be its terms of reference?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c). The adoption Bill was introduced in Lok Sabha in December 1980. The matter has also been raised before the Supreme Court in Criminal miscellaneous petition No. 1171. The Ministry is convening a meeting on 11-3-83 to consider draft guidelines for submission to the Supreme Court.

SHRI H. N. NANJE GOWDA: Sir my question is different and the answer is different. My question is: "Whether there is a proposal. .." etc. and he could have said 'No' and for (b) and (c)—'Does not arise'. But he has given some other answer to the question.

Sir, I will be more specific. Will the Minister be pleased to tell us whether there was a meeting of the National Children's Board on 7th February 1983 under the chairmanship of the Prime Minister and whether in that meeting a decision was taken to constitute a Working Group under the Ministry of Social Welfare to formulate the policy for adoption of children and if so, by what time the Work-

ing Group is likely to be set up and what would be the terms of reference?

SHRI P. K. THUNGON: It is a fact that there was a meeting of the National Children's Board and as I have stated in the main reply, there is no specific Working Group on the Bill which we have already introduced in this august House. But there is a Group as per advice of the National Children's Board. A Group has been constituted and that Group is going to meet, as I have stated, on 11th of this month to formulate certain suggestions about which the Supreme Court has issued notice for seeking assistance from Government and other non-official welfare organisations.

SHRI H. N. NANJE GOWDA: What are the terms of reference of the Committee?

SHRI P. K. THUNGON: That will be decided when the meeting takes place.

WRITTEN ANSWERS TO QUESTIONS

Over Crowding in Trains on Waltair-Raipur Railway Route

*170. SHRI RASABEHARI BEHERA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the traffic density of Waltair-Raipur Railway route is much higher than any other railway route; and

(b) whether passengers do not get a seat in the passenger and express trains there due to over crowding in trains?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) No, Sir.

(b) The occupation of trains on this section varies between 60 to 90 per cent in second class and 37 per cent to 80 per cent in first class. The existing train services are, therefore, considered adequate to cater to the present level of traffic on this section.

Workers Demands of Public Undertakings of Railways

*172. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) Whether a number of items of work have been given to the Indian Railwyas Construction Co. Ltd, and other public sector undertakings in respect of construction/electrification of new lines including Metro Railways;

(b) Is it a fact that in some of these undertakings the workers are agitated because their demands are not being met;

(c) If so, which are the organisations where such unrest prevails; and

(d) What steps the Government have taken to ensure that the work of the Indian Railways is not affected by the developing labour troubles?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) There are two public undertakings under the control of Railway Ministry namely Indian Railway Construction Company Ltd. (IRCON) and Rail India Technical and Economic Services Ltd. (RITES). Indian Railway Construction Company Ltd. (IRCON) is engaged in construction of turnkey railway projects both in India and abroad.

IRCON are not constructing any new lines for the Indian Railways. However, following electrification works are awarded to them:

1. Electrification of Delhi-Mathura Section;

2. Supply and erection of 66 KV double circuit transmission line from Ballabgarh to Hodal in connection with electrification of Delhi- Mathura Section.

3. Ring Railway Electrification at Delhi.

4. Electrification of Mathura-Gangapur City.

(b) So far as IRCON and RITES are concerned, the relationship with the various categories of staff and labour under them is cordial.

(c) and (d). Do not arise.

Setting up of a Commission on problems of Higher Education

*173. SHRI INDRAJIT GUPTA: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether any Commission has been set up to look into the problems of higher education;

(b) if so, the terms of reference of the Commission; and

(c) whether it is proposed to seek the opinion of the All India Federation of University and College Teachers in the matter?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir.

(b) and (c). Do not arise.

Wages of workers engaged by Contractors for constrhiting Talgaria-Tumkadimh line

*174. SHRI A. K. ROY: Will the Minister of RAILWAYS pleased to state:

(a) whether the constractors engaged in construction of the Talgaria-Tupkadih line specially its earth work are not paying the minimum wage to the workers creating great resentment amongst them;

(b) facts in details giving the rates to the workers.

(c) whether to ensure payment of minimum wage is the responsibility of the principal employer in South Eastern Railways; and

(d) if so, steps taken thereon?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) and (b). The contractors engaged in the construction of Talgaria-Tupkadih lines, specially its earth work, are paying the minimum wages to the workers as fixed by the State Government from time to time and there have been no complaints regarding less payment to workers. The workers are being paid Rs. 10.73 per day.

(c) and (d). The Engineer-In-Charge of the Railway, who is the principal employer, does take steps to ensure payment of minimum wages, in case, complaints on the subject are brought to his notice. No such complaint has either been received by him directly or through the Labour Enforcement Officer (Central), who carries out independent checks, to detect violations of the Minimum Wages Act or other irregularities, if any?

Target for total Immunisation against T. B., Diphtheria, Polio and Titanus

*176. SHRI BALKRISHNA WASNIK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the target of 1990 for total immunisation against T.B., Diphtheria, Polio | and Titanus has made very little progress so far;

(b) whether any survey has been made to assess the progress; and

(c) the steps taken by the Government to accelerate the speed to achieve the target in time?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) No, Sir.

(b) Yes, Sir. 21 vaccination coverage surveys have been conducted in 1982 to get objective data on the immunisation coverage of the eligible population.

(c) A number of steps have been already initiated to ensure better immunisation coverage to the target groups. These include expansion of the health educational activities by training Dais and Health Guides, extending the service facilities by establishing additional sub-centres, upgrading rural dispensaries and opening additional primary health centres to reduce the population coverage by the existing primary health centres. The cold chain facilities in the rural areas for the stocking and preservation of vaccines are being extended and expanded. Steps are also being taken to increase the production capacity of various vaccines in the country.

पूर्व रेलवे के निर्माण विभाग में नैमित्तिक श्रमिक

*177. **श्री रीत लाल प्रसाद वर्मा :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्व रेलवे में खुली लाइन पर काम करने वाले नैमित्तिक कर्मचारियों की 120 दिन की सेवा पूरी करने पर अस्थाई रेल कर्मचारी बना दिया जाता है और रेल कर्मचारियों को मिलने वाली सभी सुविधाएं दी जाती हैं परन्तु निर्माण विभाग के नैमित्तिक कर्मचारी 10–15 वर्ष सेवा करने के बाद भी नैमित्तिक कर्मचारी ही रहते हैं और उन्हें एक अस्थायी कर्मचारी को मिलने वाली सुविधाओं से वंचित रखा जाता है; और

(ख) क्या सरकार का इस मामले में समानता लाने का विचार है ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) चालू लाइनों पर लगे हुए नैमित्तिक श्रमिकों की 120 दिन की लगातार सेवा पूरी होने पर उन्हें अस्थाई दर्जा दे दिया जाता है और वे अस्थायी रेल कर्मचारियों को दिये जाने वाले अधिकांश लाभों के पात्र हो जाते हैं। परियोजना नैमित्तिक श्रमिक अस्थाई दर्जे के हकदार नहीं हैं और उन्हें 180 दिन की लगातार सेवा पूरी होने पर वेतनमान दर के 1/30 के हिसाब से दैनिक मजदूरी और महंगाई भत्ता मिला कर भुगतान किया जाता है। जब कभी रिक्तियां उपलब्ध होती हैं सभी नैमित्तिक श्रमिक जांच-पड़ताल करने के बाद नियमित किये जाने के पात्र हो जाते हैं। पूर्व रेलवे के निर्माण विभाग में 3 से लेकर 10 साल से अधिक सेवा वाले नैमित्तिक श्रमिक काम कर रहे हैं / नियमित किये जाने हैं।

(ख) जी, नहीं

Survey of Children of 5 to 11 Years of Age not Attending School

*178. SHRI MOHANLAL PATEL:
SHRI K. PRADHANI:

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government have conducted a survey of all children in the age-group of 5 to 11 years who are not attending any school;

(b) if so, whether a statement showing the number of such children, State-wise will be laid on the Table; and

(c) whether any instructions have been issued to States to conduct such a survey and persuade the parents to send their children to schools under the 20-Point Programme?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) There has been no survey specifically to identify unenrolled children. The Fourth All-India Educational Survey, with 30 September 1978 as the reference date, collected information among other things about enrolment of primary classes (I-V) in the age-group 6—11 in each State/UT.

(b) A tabular statement giving the relevant details is liad on the Table of the Sabha.

(c) As part of a strategy to achitve Universalisation of Elementary Education with particular reference to the new Twenty Point Programme, a national campaign was organised during 1982. One of the points of major thrust in the campaign was to organise a drive to increase enrolment. In the guidelines issued for the campaign States/UTs were advised to give attention to community involvement and motivation of parents of out-of-school children.

Statement

Number of children in the age-group 6-11 years who were not enrolled in schools during 1978-79.

State/Union Territory	Boys	Girls	Total
1	2	3	4
Andhra Pradesh	9,89,556	15,60,962	25,50,518
Assam	3,91,326	5,95,510	9,86,836
Bihar	12,99,128	26,14,772	39,13,900
Gujarat	4,13,891	7,99,233	12,13,124
Haryana	1,93,380	4,49,372	6,42,752
Himachal Pradesh	13,876	88,152	1,02,028
Jammu & Kashmir	83,036	2,12,728	2,95,764
Karnataka	4,12,549	7,12,634	11,25,183
Kerala	2,17,038	2,22,571	4,39,609
Madhya Pradesh	14,54,269	24,01,405	38,55,674
Maharashtra	4,43,822	10,84,271	15,28,093
Manipur	11,063	29,667	40,730
Meghalaya	31,099	33,578	64,677
Nagaland	8,634	14,315	22,949
Orissa	5,36,613	8,77,512	14,14,125
Punjab	28,148	98,611	1,26,759
Rajasthan	7,87,439	16,63,514	24,40,953
Sikkim	2,912	6,625	9,537

1	2	3	4
Tamil Nadu	1,58,363	5,26,760	6,85,123
Tripura	17,358	52,302	69,660
Uttar Pradesh	19,06,108	43,49,098	62,55,206
West Bengal	8,56,450	15,00,555	23,57,005
A & N Islands	3,108	3,972	7,080
Arunachal Pradesh	11,808	23,290	35,098
Chandigarh	7,881	9,809	17,690
Dadra and Nagar Haveli	768	2,704	3,472
Delhi	43,849	85,829	1,29,678
Goa, Daman and Diu	10,843	18,819	29,662
Lakshadweep	127	195	322
Mizoram	279	365	644
Pondicherry	3,943	8,858	12,801
INDIA	1,03,38,004	2,00,37,008	3,03,75,012

Source: Figures estimated on the basis of Fourth All India Educational Survey.

Introduction of Suburban Trains between Ahmedabad-Baroda-Surat

*179. SHRI R. P. GAEKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that owing to fast industrialisation on the two sides of railway track between Ahmedabad and Surat tremendous passenger traffic has grown in recent years;

(b) whether commuters are put to great hardship and inconvenience due to non-availability of the services of suburban trains on the sector;

(c) if so, whether Government propose to introduce suburban trains from Ahmedabad to Baroda gradually extending them to Ankleshwar and upto Surat for commuters; and

(d) if not, reasons thereof?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) There has been some growth of passenger traffic on this section.

(b) Though adequate number of shuttle services and passenger trains are available, some overcrowding is noticed in the morning/evening trains.

(c) and (d) An engineering-*cum*-traffic survey for development of line capacity as well as terminal facilities for introduction of additional local services of EMU type with modified ICF coaches is in progress.

रेल सेवा आयोगों द्वारा परिणामों की घोषणा की तारीखों का निर्धारण

*180. श्री मूल चन्द डागा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल सेवा आयोग समय-समय पर रेल विभाग में विभिन्न पदों के लिए

परीक्षाओं और साक्षात्कारों का आयोजन और परिणामों की घोषणा करते रहते हैं ;

(ख) क्या रेल विभाग केवल इसके द्वारा निर्धारित तारीखों पर ही परीक्षाएं और साक्षात्कार आयोजित करता है परन्तु परीक्षा परिणाम घोषित करने की तारीखें निर्धारित नहीं करता है जिससे इस काम में कई महीनों का बिलम्ब हो जाता है और युवा वर्ग में असंतोष फैलता है ;

(ग) क्या रेल विभाग का भर्ती की इस प्रणाली को बदलने का विचार है; और

(घ) यदि नहीं, तो उसके कारण क्या हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) जी हां, रेल सेवा आयोग पर्यवेक्षकों, सहायक स्टेशन मास्टरों, लिपिक वर्गीय कर्मचारियों आदि के लिए वर्ग 'ग' के पदों के लिए परीक्षाएं तथा साक्षात्कार आयोजित करते हैं ।

(ख) रेलवे विभाग वर्ग 'ग' के पदों पर भर्ती के लिए परीक्षाएं तथा साक्षात्कार आयोजित नहीं करता है, लेकिन एक ग्रेड से दूसरे ग्रेड में पदोन्नति के वास्ते प्रवरण पदों के लिए ऐसा करता है । लिखित परीक्षाएं आयोजित करने के लिए तिथियां बता दी जाती हैं, लेकिन साक्षात्कारों की तिथियां तथा परिणामों की घोषणा उन अनुपस्थित उम्मीदवारों, जो पूरक परीक्षा देते हैं, पर निर्भर करती है । अतः साक्षात्कारों तथा परिणाम घोषित करने की तिथियां निर्धारित करना संभव नहीं है । फिर भी आमतौर पर साक्षात्कारों के पूरा होते ही शीघ्र परिणाम घोषित कर दिये जाते हैं ।

(ग) और (घ) जैसा कि उल्लेख किया जा चुका है रेल सेवा आयोगों के माध्यम से से प्रारम्भिक भर्ती करना जारी रहेगा और ऊंचे ग्रेडों के लिए पदोन्नति और प्रवरण रेलवे विभागों द्वारा किया जाएगा ।

Institutions run by Vidya Bhavan Society, Udaipur

*181. SHRI KRISHNA KUMAR GOYAL:

SHRI BHIKU RAM JAIN:

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government have appointed a committee to examine the financial position of th educational and vocational institutions run by the Vidya Bhavan Society, Udaipur; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b) Government have set up a committee to go into the financial position of Vidya Bhavan Society, Udaipur, with the following terms of reference:—

(i) To ascertain reasons for continuing budgetary deficit of the institution against the background of the funds being made available to it by the Central and State Governments, and funds raised by the institution through its own efforts.

(ii) To examine the steps taken by the Vidya Bhavan Society to adjust the level of expenditure within the resources at its command.

(iii) To recommend further steps, if any, to be taken by the Society for economy and more effective utilisation of resources available.

(iv) To evaluate the past working of the institution and to examine the nature of innovative and pioneering work in which the institution is engaged to justify financial

support, if any, from the Central Government.

(v) To recommend in the light of above findings, whether any assistance is necessary and, if so, nature, extent, and duration thereof.

Computerisation of Reservation

182. SHRI RAM VILAS PASWAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of the Government to introduce computerisation of reservation on all the big stations of the country;

(b) if so, the time by which this system will be introduced; and

(c) how far it will remove the black-marketing in reservation?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) to (c). A ststement is laid on the Table of the Sabha.

Statement

A project has been taken up for computerisation of passenger seat snd berth reservations in Delhi Area. After the system is successfully established in Delhi and yields the desired benezts, similar arrangements can later on be considered for other metropolitan cities on the basis of experience gained in Delhi.

The Delhi area reservations project is likely to be completed in about two years' time.

Computerised reservation system will provide *inter alia*:

(i) instant and correct information to the passengers about availability of accommodation;

(ii) proper and correct accountal of reservation on first-come-first-served basis, eliminating any possibility of manipulations;

(iii) facilitate passengers in obtaining reservation on any train from any iounter at any location where reservation counters are provided;

(iv) reduce the time taken at the counters for making reservations and thus improve service to passenges;

(v) maintain correct accountal of fares and issue of tickets against eah reservation;

(vi) provide automatic allotment of berths to waitlisted passengers against cancellations etc.

So far as eliminating malpractices and blackmarketing in reservations is concerned, the computerised system will ensure that the system of first-come-first-served is strictly followed and there is no manipulation in this connection. It will also ensure automatic allotment of cancelled accommodation to waitlisted passengers strictly according to their turn. However, it cannot prevent black-marketing of reserved tickets by transfer of reservations which can only be prevented by physical checks.

दिल्ली परिवहन निगम को हुआ घाटा

1852. श्री सत्येन्द्र नारायण सिंह :
श्री भीम सिंह :
डा० सुब्रह्मण्यम स्वामी :

क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली परिवहन निगम घाटे में चल रहा है;

(ख) यदि हां, तो 1982-83 के दौरान इसे कितना घाटा हुआ; और

(ग) इस घाटे को पूरा करने के लिए क्या योजना तैयार की गई है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जियाउर्रहमान अन्सारी): (क) जी, हां ।

(ख) जनवरी, 1983 तक अस्थाई रूप से 5852.23 लाख रूपये का घाटा हुआ । कार्यकरण से जो से घाटा हुआ वह भी इसमें शामिल है ।

(ग) दिल्ली परिवहन निगम ने बसों का अधिकाधिक प्रयोग करके, ईंधन में बचत करके, समय से मरम्मतें, कर्मचारियों से अधिकाधिक काम लेकर मालसूची पर समुचित नियंत्रण और वित्तीय अनुशासन सुनिश्चित करके अपनी परिचालन कुशलता बढ़ाने के लिए कदम उठाए है। सड़क परिवहन निगम अधिनियम 1950 में किए गए संशोधनों के अन्तर्गत राज्य परिवहन उपक्रम अपना कर्जा ईक्विटी में दल कर अपनी ब्याज देयता को कम कर सकते हैं ।

पलामऊ और सीतापुर के बीच गाड़ियों में भारी भीड़-भाड़

1853. **श्री टी० एस० नेगी** : क्या रेल मंत्री यह बताने की कृपा करेंग कि :

(क) क्या पलामऊ और सीतापुर के बीच चलने वाली गाड़ियों में भारी भीड़-भाड़ होने के कारण संसाधनों की कमी है; और

(ख) यदि हां, तो संसाधन जुटाने में सरकार द्वारा हिचक दिखाने के क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) और (ख) अक्तूबर, 1982 में किए गए यातायात विश्लेषण से यह पता चला कि सीतापुर और बालामऊ के बीच इस समय चलने वाली 2 जोड़ी गाड़ियां काफी हैं । बहरहाल, जब कभी इस मार्ग पर यातायात बढ़ जाता है तब विशेष गाड़ियां चलाई जती हैं ।

भारत की सामाजिक आर्थिक परियोजनाओं के लिए "यूनिसेफ" तथा अन्य संयुक्त-राष्ट्र एजेंसियों द्वारा अनुदान में कटौती

1854. **श्री शान्तुभाई पटेल** : क्या समाज कल्याण मंत्री यह बताने की कृपा करें कि :

(क) क्या यह सच है कि भारत की विभिन्न सामाजिक-आर्थिक परियोजनाओं को "यूनिसेफ" तथा अन्य संयुक्त-राष्ट्र एजेंसियां द्वारा अनुदान में अचानक कटौती किये जाने के कारण खतरा पैदा हो गया है ;

(ख) यदि हां, तो ऐसी कौन-कौन सी परियोजनाएं हैं;

(ग) सरकार ने यह सुनिश्चित करने के लिए क्या उपाय किए हैं कि इन परियोजनाओं का काम चलता रहे ;

(घ) अनुसंधान कार्य से सम्बद्ध अनुदानों में कटौती के कारण कितने व्यक्ति बरोजगार हो गए ; और

(ङ) क्या उन्हें पुनः काम देने के लिए कोई कदम उठाए गए हैं ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उपमंत्री (श्री पी० के० थुंगन): (क) से (ङ) एक विवरण संलग्न है ।

विवरण

भारत में यूनिसेफ से सहायता प्राप्त सामाजिक-आर्थिक परियोजनाएं ऐसी हैं

जिन के कार्यान्वियन में यूनिसेफ के अंशदान निर्णायक तत्व नहीं हैं। भारत सरकार के कार्यक्रमों में यूनिसेफ का सहयोग वहीं होता है जहां पर सरकारी निवश का हिस्सा कहीं अधिक होता है। कार्यक्रमों के लिए यूनिसेफ की वचनबद्धता में कोई कटौती नहीं की गई है तथा कोई भी सामाजिक-आर्थिक परियोजना जोखिम में नहीं पड़ी है। नगर विकास और जल सप्लाई कार्यक्रम जैसे कुछ क्षेत्रों में भी जहां यूनिसेफ और संयुक्त राष्ट्र विकास कार्यक्रम सहायता में कटौती हुई है वहां भी अन्य स्रोतों से इस कटौती को पूरा किया जा रहा है तथा कोई भी चालू परियोजना प्रभावित नहीं हुई है।

Aditi Exihition during Festival of India in Britain

1855. SHRI GEORGE FERNANDES: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) how much business was booked at the Aditi Exhibition organised during the Festival of India in Britain; and

(b) which are the Ministries/Agencies/persons who have booked this business?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). As Aditi was not a commercial Exhibition, the questions do not arise.

News Item entitled "Dhanbad Coal Racket Busted"

1856. SHRI BALASAHEB VIKHE PATIL: Will the Minister of RAILWAYS be pleased to state:

(s) whether Government's attention has been drawn to the news item appearing in "Business Standard" dated 6 February, 1983, under the heading "Dhanbad Coal Racket Busted";

(b) whether it is a fact that even though supply of coal for brickkilns is a low priority them, 125 rakes were allotted, as a specisl case, without consulting BCCL, and CCL;

(c) whether Government propose to make an inquiry into the whole matter, if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes, Sir.

(b) According to a decision taken by the Central Government in November, 1981, loading of coal for brick-kilns was confined to the Singrauli fields of Central Coalfields Limited with effect from December, 1981, with a view to conserve better quality coal of Jharia field for higher priority consumers like Power Houses.

The movement of coal for brick-kilns is given a priority lower than that of other industries. Such movement has taken place from Singrauli fields during the past year as and when consented by CIL. Railways are not aware of any special allotment made without consulting BCCL and CCL. The total number of BRK rakes allotted for the State of Rajasthan from December, 1981 to December, 1982 when such movements took place were 84 rakes out of which 64 rakes were a/c Canal Projects/Command Area Development of Government of Rajasthan. Movement of all these rakes were sponsored by the Director of Industries/State of Rajasthan and loading consents given by CIL. The Railways are not aware of misuse, if any, of these rakes by racketeers.

(c) and (d). Do not arise.

Permanent appointments of Station Masters in Madurai Division

1857. SHRI D. S. A. SIVAPRAKASHAM: Will the Minister of RAILWAYS be pleased to state:

(a) how many spots of Station Masters in the Madurai Division of South-

ern Railway have been lying without permanent appointment; and

(b) the reason therefor?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) None.

(b) Does not arise.

Disparity in grants among Universities

1858.. SHRI HANNAN MOLLAH: Will the Minister of EDUCATION AND CULTURE be plessed to state:

(a) whether it is a fact that the University Grants Commission is discrinating among Universities in distribution of grants, aids, sanction of teachers' posts etc.;

(b) whether the Calcutta University is being discriminated against in terms of the above facilities in comparison to Universities like Delhi, in spite of the fact that number of students is more in Calcutta University;

(c) whether Government will provide the comparative figures in this respect; and

(d) measures proposed by Government to reduce the disparity?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir. The ceiling of assistance for general/institutional development for each university is tensatively lxed for a plan period as a whole. In determining this ceiling, factors like the stage of development of each university, the types and levels of programmes offered, the progress of implementation of schemes earlier approved, the student and faculty strength etc. are taken into account. These factors vary from university to university. During the Sixth Plan, however, the Commission has grouped all the State Universities into three categories, each with the tentative allocation of Rs. 100 lakhs, 75 lakhs and Rs. 50 lakhs respectively.

(b) The Calcutta and other universities functioning under State enactments receive in addition to the ceiling allocation indicated by the Commission, development grants from the concerned State Governments in the form of matching shares or otherwise. However, universities functioning under Acts of Parliament like Delhi University, do not receive any development support from any State Government. All grants for their maintenance as well as development are provided by the Central Government, through the UGC.

(c) A statement showing the tentative allocation proposed by the UGC to various universities during the Sixth Plan period is attached.

(d) Does not arise.

Statement

Statement showing the tentative allocation made by the Universitiy Grants commission to State and Central Universities during Sixth Plan for General/Institutional Development

A. STATE UNIVERSITIES

	Name of the State	Name of the universities which have been allocated Rs. 100 lakhs	Rs. 75 lakhs	Rs. 50 lakhs
	1	2	3	4
1.	Andhra	Andhra Osmania Sri Venkateswara Kakatiya Nagarjuna		—
2.	Assam	Gauhati	Dibrugarh	—
3.	Bihar	Patna Ranchi	Bihar Bhagalpur Magadh	K.S. Dabhanga

1	2	3	4
4. Gujarat	Baroda Gujarat	Sardar Patel Saurashtra South Gujarat	— — —
5. Haryana	Kurukshetra	—	—
6. Himachal Pradesh	Himachal Pradesh	—	—
7. Jammu & Kashmir	—	Jammu & Kashmir	
8. Karnataka	Bangalore Mysore Karnataka	—	—
9. Kerala	Kerala	Calicut Cochin	—
10. Madhya Pradesh	Saugar	Jabalpur Vikram Bhopal	Indore Jiwaji Ravi Shankar - Indira Kala Sangeet. A.P. Singh
11. Maharashtra	Bombay Poona Marathwada]	SNDT Women's Shivaji Nagpur]	—
12. Orissa	Utkal	Berhampur Sambalpur	— —
13. Punjab	Panjab Panjab	Guru Nanak Dev	— —
14. Rajasthan	Rajasthan Jodhpur	Udiapur	— —
15. Tamil Nadu	Madras Madurai Annamalai	—	—
16. Uttar Pradesh	Allahabad Lucknow Gorakhpur Meerut	Roorkee	Agra Kashi Vidhyapith Sampuranand Sanskrit Kanpur
17. West Bengal	Calcutta Jadavpur North Bengal	Kalyani Burdwan	— —

B. CENTRAL UNIVERSITIES

Name of Universities		Allocation during Sixth Plan (Rs. in lakhs)
1.	Aligarh	150
2.	Banaras	150
3.	Delhi	150
4.	South Delhi Campus (Delhi University)	100
5.	Vishwa Bharti	100
6.	Jawaharlal Nehru University	250 (including campus development)
7.	Hyderabad	300 (including campus development)
8.	North Eastern Hill University	400 (including campus development)
	TOTAL	1600

Special D.T.C. Bus service between West Sagarpur Colony and Central Secretariat during peak hours

1859. SHRI KESHORAO PARDHI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government propose to run special DTC bus service from West Sagarpur Colony to Central Secretariat during peak hours keeping in view that a large number of commuters come from this area;

(b) whether DTC officials have conducted any survey in this regard; and

(c) if not, by what time the survey will be conducted for the benefit of the office-goers, especially during the peak hours?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) West Sagarpur Colony is situated across Panka Road near Janakpuri. At present the colony is served by the services of routes 703, 704, 720, 730 and 740 operating to Central Secretariat at regular intervals through Vashist Park Bus stop. In addition, eight special trips for Central Secreariat are operated during peak hours from C-Block, Janakpuri stop, which is also in close proximity to the colony.

(b) and (c). Surveys are conducted throughout the city from time to time. The present services for West Sagarpur Colony have been found to be adequate.

M.V. Akbar purchased by Andaman and Nicobar Administration

1860. SHRI ERA ANBARASU: Will the Minister of SHIPPING ANL TRANSPORT be pleased to state:

(a) whether it is a fact that the Andaman and Nicobar Islands Administration has purchased s ship M.V. Akbar from Mogul Lines; and

(b) if so, the date of purchase, the cost of the ship and also the number of voyages it undertook from Mainland to Port Blair before diverting the ship 'Haj' trip?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) Yes.

(b) The date of purchase : Ist March, 1972
The cost of the ship : Rs. 9.00 crores

The number of voyages undertaken by m.v. Akbar before its diversion to the Haj is as under:—

(i)	Port Blair/Calcutta/ Port Blair . .	4 Voyages
(ii)	Port Blair/Madras/ Port Blair . .	2 Voyages
	Total : —	6 Voyages

Handling over of Railways controlled by Port Trust Authorities to Railways

1861. SHRI NARAYAN CHOUBEY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is a proposal that the Railway, which at present is controlled by the Port authority will be handed over to the Railways;

(b) what is the kilometrage of railway line now under the control of Port authorities at places like Calcutta, Bombay, Madras, Vizaga, Haldia, Paradeep, Cochin and other ports;

(c) how many workers are engaged in such ports to man the railway, department-wise, such as Loco, Engineering, Operating, Signals etc.,

(d) whether present emoluments paid to port railwaymen are more than those to ordinary railwaymen of the same category;

(e) if so, what will be the term and condition of service of the present port railwaymen if they are sent to the Indian Railways;

(f) whether the port trade union have protested against the scheme; and

(g) what is Government's reaction to it?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) Presently, the port railways are controlled and operated by the port authorities at the posts of Bombay, Calcutta, Madras, Mormugato, Paradip and Visakhapatnam. Proposal for the transfer of the port railway systems to Trunk Railways at the ports of Paradip, Mormugao and Haldia Dock Complex is under consideration of the ment.

(b) The total track length under control of the railways is as follows:

	Track Length/ Total length
	Kms.
Bombay	200
Calcutta	284
Halidia	83
Madras	74
Mormugao	33
Paradip	36
Visakhapatnam	157

(c) The staff strength in the port railways is as follows:

	Traffic Deptt.	Engg. Deptt.	Total
Bombay	Not available	separately	3333
Calcutta	Not available	separately	3167
Haldia	Not available	separately	522
Madras	418	406	824
Mormugao	112	158	270
Paradip	92	70	162
Visakhapatnam	681	1168	1849

(d) The emoluments paid to port railwaymen are generally higher than those paid to railwaymen of the same working with port Railways.

(e) Trunk railways are not likely to takeover the Railway staff presently working with port Railways.

(f) Some trade unions at Calcutta and Momugao Pots have not favoured the proposed transfer;

(g) The views of the unions will be duly taken into considerstion before finalising the proposal.

Lepers Colonies in Delhi

1862.. SHRIMATI JAYANTI PATNAIK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) how many lepers colonies are there in Delhi;

(b) whether Government have taken over or propose to take over some lepers colonies for their welfare; and

(c) if so, which lepers colony of Delhi are proposed to be taken over?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) to (c). In the Union Territory of Delhi there are six organised lepers colonies. These

are Gandhigram, New Seemapuri, Kasturbagram, Anand Gram, Municipal Corporation of Delhi Leprosy Home and Prem Nagar. In Gandhigtam and New Seemapuri colonies whose land and building bolong to Delhi Development Authority and Kasturbagram and Anand Gram whose land and buildings belong to Delhi Administration, the Directorate of Social Welfare of Delhi Administration has been providing free ration and clothing to the leper inmates. In the Municipal Corporation of Delhi Lepers Home, the land and buildings belong to the Municipal Corporation of Delhi has been providing free ration and clothing to the lepers inmate. Recently it is been decided by the Delhi Admiistrataion to take over this Lepers Home from the Municipal Corporation of Delhi. In the Prem Nagar Leprosy colony, the land and buildings belong to the Missionary of Charity who provide free ration and clothing to the leper inmates. There is no proposal for its take-over by Government.

राजभाषा अधिनियम के उपबन्धों का कार्यान्वयन

1863. **श्री राम विलास पासवान :** क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजभाषा अधिनियम की धारा 3(3) के उपबन्धों का मंत्रालय में पालन किया जा रहा है ;

(ख) यदि हां, तो गत एक वर्ष के दौरान, हिन्दी और अंग्रेजी दोनों भाषाओं में कितने-कितने सामान्य आदेश जारी किए गए;

(ग) गत एक वर्ष के दौरान हिन्दी में कुल कितने पत्र प्राप्त हुए तथा उनमें से कितने पत्रों का हिन्दी में उत्तर दिया गया;

(घ) मंत्रालय ने कितने प्रकाशन/पत्रिकाएं निकाली तथा उनमें से कितने प्रकाशन/पत्रिकाएं हिन्दी और अंग्रेजी दोनों भाषाओं में प्रकाशित की गईं ;

(ङ) वर्ष 1968 के बाद मंत्रालय के अधीन कितने कार्यालयों/संगठनों की स्थापना की गई तथा उनमें से कितनी को शुरू से ही भारतीय नाम दिए गए; और

(च) सांविधिक उपबन्धों का पालन न करने के सम्बन्ध में यदि कोई कार्यवाही की गई है तो वह क्या है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जियाउर्रहमान अन्सारी) : (क) जी, हां । केवल उन दस्तावेजों के अलावा जो 'सामान्य आदेश' की परिभाषा में आते हैं ।

(ख) दोनों भाषाओं अर्थात् हिन्दी और अंग्रजी में 55 । कोई भी सामान्य आदेश केवल हिन्दी में जारी नहीं किया गया । केवल अंग्रेजी में 819 सामान्य आदेश जारी किए गए । इनमें से से अधिकांश सामान्य आदेश विभिन्न मंत्रालयों से केवल अंग्रेजी में प्राप्त परिपत्र थे जिन्हे इस मंत्रालय द्वारा अपने अधिकारियों और मंत्रालय के तहत विभिन्न कार्यालयों के लिए सूचनार्थ/कारवाई के लिए पुनः परिचालित किया गया था ।

(ग) 1820 पत्रों में से जो हिन्दी में प्राप्त हुए थे केवल 1634 पत्रों का उत्तर हिन्दी में दिया गया । बाकी पत्रों के उत्तर अपेक्षित नहीं थे।

(घ) 20 प्रकाशन । इनमें केवल तीन हिन्दी और अंग्रजी दोनों भाषाओं में तयार किए जाते हैं ।

(ङ) 15 । हिन्दी या किसी अन्य भारतीय भाषा में अलग से कोई नाम नहीं दिया गया ।

(च) यह सुनिश्चित करने के लिए कि भविष्य में सांविधिक उपबन्धों का उल्लंघन नहीं हो, कड़े आदेश जारी कर दिए गए हैं ।

Heart Institute in the Country

1864. SHRI LAKSHMAN MALLICK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware that there is shortage of heart institutes for treatment of heart diseases in the country;

(b) if so, the steps proposed to be taken by the Government for the establishment of heart institutes in the country; and

(c) the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) to (c) The facilities for treatment of heart diseases in the country have been established by the Central and State Governments and also by non-Governmental institutions which are able to meet largely the demand for such services. These are being expanded and new units are being set up from time to time for meeting the increasing demand for such service.

Interim Container Management Plan of Bombay Port Trust.

1865. SHRI K. A. RAJAN : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Bombay Port Trust's Interim Container Management Plan (ICMP) aimed at ending discrimination against Indian Shipping line was introduced in early 1970;

(b) if so, details thereof;

(c) steps taken by Bombay Port Trust to achieve the objective while introducing the interim Container Management Plan;

(d) whether it is a fact that even now foreign shipping lines enjoy undue advantages and facilities over their Indian counterparts;

(e) if so, details thereof; and

(f) immediate steps being taken to alleviate the grievances of Indian Shipping lines ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) No.

(b) Does not arise.

(c) This plan has been put into effect from 1st February 1983. It aims at providing common user facilities available at present in Bombay Port to all container Shipping lines, both Indian and foreign on the equitable basis. When the infrastructure is fully ready, then the interim plan will give way to the final plan.

(d) No.

(e) Does not arise.

(f) Indian Shipping Lines have no grievances. On the contrary they have endorsed and supported the Interim Container Management Plan.

Proposal to Blank off Alarm Chain apparatus in trains

1866. SHRI NAVIN RAVANI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there is a proposal to blank off alarm chain apparatus in trains;

(b) if so, what are the reasons therefor; and

(c) what other provision is likely to be made in place of alarm chain apparatus in cases of emergency ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY) : (a) and (b). Occasionally the Railways resort to blan-

king off of alarm chain apparatus of passenger trains on certain sections where the trains are frequently stopped by miscreants by indiscriminate pulling of alarm chains causing considerable dislocation of train services.

(c) The blanking is done only on passenger trains which have frequent halts. Since the guards keep a look out, in case of any emergency, they are supposed to apply the brakes. Even on such trains the apparatus in ladies copartments and Railway Mail Service vans are always kept operative in order to meet emrgency situations.

लुधियाना रेलवे-स्टेशन पर काम करने वाले कर्मचारियों की बकाया धनराशि

1867. **श्री निहाल सिंह** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे में लुधियाना रेलवे स्टेशन तथा लोको-शेड पर काम करने वाले ऐसे कर्मचारियों का ब्यौरा क्या है, जिनका जुलाई, 1982 से 31 दिसम्बर, 1982 तक की अवधि के बीच देहान्त हो गया था तथा जिनके वेतन, बीमा, क्षतिपूर्ति आदि की बकाया धनराशि का अब तक भुगतान नहीं किया गया है ; और

(ख) दिवंगत कर्मचारियों की सभी प्रकार की बकाया धनराशि का शीघ्र भुगतान करने के लिए सरकार द्वारा क्या उपाय किये जा रहे हैं ।

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) जुलाई, 1982 से 31–12–82 तक की अवधि में लुधियाना रेलवे स्टेशन / लोको शेड में मृत्यु होने का केवल एक मामला हुआ जहां एक स्थानापन्न अनपरखे शेड क्लीनर को 7–10–82 को मृत्यु हो गई । अनपरखा एवजी होने के कारण, वह किसी बीमा, क्षतिपूर्ति आदि का हकदार नहीं था । रेलवे द्वारा उसकी मृत्यु होने की तिथि तक के वेतन का भुगतान पहले किया जा चुका है ।

(ख) उपरोक्त को ध्यान में रखते हुए प्रश्न नहीं उठता ।

Overbridge at Rayagada

1868. SHRI GIRDHAR GOMANGO: Will the Minister of RAILWAYS be pleased to state :

(a) whether the South Eastern Railway has proposed a viable and feasible report of overbridge on railway level crossing in Rayagada town in Koraput district;

(b) if so, what is the estimated cost of the bridge and the share to be brone by the Government of Orissa for construction of approach road;

(c) when the South Eastern Railway wrote to the Government of Orissa to keep the fund for the bridge and intimate to the Railway authority for further action;

(d) what was the reply from the Government of Orissa on the query made by the South Eastern Railway;

(e) the steps taken by the Railway authority for approval of the scheme and sanction funds for construction of the bridge since the starting the proposal; and

(f) the reasons why this proposal is still lying with the Railway authority ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) The construction of road over/under bridges in replacement of existing busy level crossings are jointly financed and executed by the Railway and State Government/ Road Authority. The proposals are required to be sponsored by the State Government with an undertaking to bear their share of cost and agree to closure of level crossing on completion of ROB/RUB. The South Eastern Railway had initiated the matter for

replacement of level crossing at Km. 343.4 on Raipur-Vizianagram section at Rayagada but State Government did not sponsor any proposal due to paucity of funds.

(b) Since State Government did not agree to the proposal detailed plans and cost estimates have not been prepared.

(c) The South Eastern Railway in their letter dated 8-2-74 and reminders dated 12-9-76 and 10-2-76 raised the subject of replacing level crossing at Rayagada with a road over bridge with Orissa State Government.

(d) State Government of Orissa in their letter dated 30-4-76 indicated that there is no proposal to take up construction of road over bridge at Rayagada in near future due to paucity of funds. The proposal will be considered when adequate funds are available.

(e) and (f) As no firm proposal has yet been sponsored by Orissa State Government, no further action can be taken by the Railways.

Introduction of a direct train between new Jalpaiguri and New Delhi

1869. SHRI ANANDA PATHAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any proposal to introduce a direct train between New Jalpaiguri/Siliguri and New Delhi for the convenience and benefit of the people of North Bengal, Sikkim, Bhutan and other places; and

(b) if so, when the same would be introduced ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHARY): (a) and (b) There is no proposal at present to introduce an additional train between New Jalpaiguri and New Delhi.

Absorbing Surplus Staff of Mormugao Dock Labour Board

1870. SHRI M. M. LAWRENCE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state what steps have been taken to absorb the surplus staff of Mormugao Dock Labour Board?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): While 150 workers have been absorbed in alternative jobs in Mormugao Port Trust, 798 workers retired voluntarily under the Voluntary Retirement Scheme from January 1979 to March 1982. The names of 207 surplus workers have also been removed from the registers of the Mormugao Dock Labour Board as resolved by the Dock Labour Board-in-meeting. Voluntary Retirement Scheme for workers has been re-introduced with effect from 15-2-83. Voluntary Retirement Scheme has also been introduced for staff under which 4 staff members and 1 Assistant Medical Officer have retired.

Running of Former Venkatadri Express on BG Line between Bangalore and Secunderabad

1871. SHRI B. V. DESAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the former Venkatadri Express from Bangalore to Secunderabad having train Nos. 85 and 86 are now converted and are being run with the same numbers on the BG line from Bangalore via Guntakal, Raichur, Wadi to Hyderabad and Secunderabad;

(b) if so, whether this has created discrimination between the travelling passengers of Hyderabad, Secunderabad and Bombay on one hand and large number of Kannada people of North Karnataka have been put under great disadvantages on the other;

(c) whether it is also a fact that BG line from Hospet to Guntakal which is

existing for more than 15 years has not been put to use so far;

(b) whether the people of the area have greatly suffered due to this;

(c) whether Government are considering to use this BG line from Hospet to Guntakal; and

(f) if so, what are the main reasons for the same?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) No. The former Venkatadri Link Express ran from Bangalore City to Dharamavaram and back as Train Nos. 99/100 and not Nos. 85 and 86. Nos. 85/86 Expresses were the Secunderabad-Bangalore Expresses. These two trains Nos. 85/86 Bangalore-Secunderabad Expresses are now converted to run with the same Nos. on BG line from Bangalore to Secunderabad via Guntakal, Raichur and Wadi by the all BG route.

(b) No.

(c) to (f) Between Hospet and Guntakal, BG line and MG line are side by side along the entire length. To make maximum paths available for running BG ore trains from Hospet area to Madras Harbour, all the passenger services are confined to the MG trains. Many of the passengers also wish to travel from the intermediate stations between Guntakal and Hospet to and beyond Gadag to Sholapur as well as Hubli and beyond which are all on MG routes only. It is, therefore, more advantageous for the people of this area to travel by the passenger trains on the MG to avoid BG/MG transhipment. There are 5 passenger carrying trains including one Express train running on this section on MG which adequately cater to the needs of the passengers from Guntakal to Hospet and there is no necessity as of now to run passenger trains on the BG on this section.

Uugradation of Tektar Halt

1872. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to state:

(a) wether Railway Passenger's Association North Eastern Railway, Darbhanga, has sent representation to D.R.M. Samastipur and others for upgrading of Tektar Halt to Railway stations; if so, details thereabout and steps taken thereon;

(b) whether Tektar, Muraitha, Ugna and Korahia halts have long since been demanded to be upgraded to formal station; if so steps taken to upgrade the same;

(c) whether several halts with less income have been upgraded; and

(d) if so, the reason why the above halts have not been upgraded?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) and (b) No representation was received from the Railway Passengers' Association, Darbhanga, regarding upgrading Tektar Halt. However, demands for upgradation of Tektar, Muraitha and Korahiya Halts into flag stations were received from certain other sources. These were examined but were not found financially justified. There has been no demand for upgradation of Ugna halt.

(c) No.

(d) Does not arise.

Solving traffic Problems in Delhi

†1873. SHRI G. Y. KRISHNAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that there is no hope of solving the transport problems and making commuting easier in Delhi without thinking of high cost mono-rails and elevated railway tracks or limiting the growth of the city;

(b) whether any advisory body was appointed by the Government to suggest some useful measures to be taken

in this regard to study and plan traffic movement in the Capital; and

(c) if so, details thereof?

MOHSINA KIDWAI): (a) to (c). I MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) to (c). The public transport passenger system of a vast and fast growing city like Delhi has necessarily to be an integrated multi-modal one, the bus system supplemented by other modes, specially through high capacity rail-based public transportation. The pointed a Study Group in September, 1981 to go into the requirements of buses for DTC. In its report, the Group, apart from recommending the addition of 1500 buses for DTC, by the end of Sixth Five Year Plan, has suggested the need for adequate traffic management and route re-structuring with a view to improve the effective carrying capacity of roads. The Group emphasized the need for provision of high capacity rail based public transport system by 1990 and maintenance of effective co-ordination among DTC, Metropolitan ring-railway and Delhi Police.

Indian Bulk Carrier Archana Hit by Iraqi Rockets

1874. SHRI N. E. HORO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the news item 'Iraq rockets hit Indian ship' dated 24 ing in "Hindustan Times" dated 24 November, 1982 stating that an Indian bulk carrier 'Archana' was hit by Iraqi rockets at Bushehr, south of the Iranian oil terminal of Kharg Island;

(b) if so, the details of the incident;

(c) whether any compensation has been claimed by Government of India for the ship and for the persons wounded; and

(d) if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) Yes.

(b) The vessel sustained damage on the port and the starboard side in the way of number four hold. Thereafter she left for Dubai at 11-30 on 21-11-82. The vessel was repaired at Dubai and the cost of repairs is reported by owner at approx. Rs. 70.43 lakhs. The vessel was covered under the Indian war risk insurance scheme and the claim is pending with the United India Insurance Co. Ltd.

(c) No compensation has been claimed by the Government of India.

(d) Ship and the seamen for such happenings are covered under war risk insurance scheme and the bipartite agreements of National Maritime Board and the Maritime Union of India for injuries to person.

Demand of various Categories of Employees of Engineering Section

1875. PROF. MADHU DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a large number of demands of various categories of employees from the Engineering Sections of the railway have remained unattended;

(b) if so, what are those demands; and

(c) what steps have been taken to fulfil the same?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) to (c) Information is being collected and will be laid on the Table of the Sabha.

Soap in Relation to Drug and Cosmetic Act

1876. SHRI AJOY BISWAS: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether toilet soaps are considered an item of cosmetics with in

the meaning of Drug and Cosmetics Act;

(b) whether a washing soap can be passed of as a toilet soap thereby endangering human health; and

(c) what is the remedy under the law for such delinquent businessmen?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI): (a) to (c) The Drugs and Cosmetics Act was amended in 1982 to bring, inter-*alia*, within its purview soaps. The Drugs and Cosmetics (Amendment) Act, 1982 came into force on 1-2-83. The Act provides that a soap which is intended to be rubbed on haman body or any part thereof for cleansing, beautifying or promoting attractivanes would be covered by the definition of 'Cosmetic'. Toilet (Bath) soaps which are intended to be applied on the human body would, therefore, come within the purview of the definition of cosmetic. Would he deemed to be misbranded if the label or container or anything acompanying the cosmetic bears any statement which is false or misleading. A washing soap which is labelled as a toilet soap (Bath soap) would be deemed to be a "misbranded cosmetic' and action as provided under the Act can be taken against the manufacturer. As this Act has come into force only on 1-2-1983, action to licence manufacturers of soaps would now be taken by Licensing Authorities appointed by the State Governments for their respective States.

Lepers Colonies and Hospitals in India

1877. SHRI CHINTAMMANI JENA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what are the facilities provided in the institutions for lepers;

(b) whether it is a fact that still thousands of lepers are begging throughout the country; and

(c) if so, whether Government will board them in those institutions?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) Free treatment, diet and hospitalsation facilities are provided in the Government run leprosy homes. Leprosy homes run by voluntary organisations also provide similar facilities but not free always.

(b) and (c) Some of the beggars in the country are leprosy patients. They beg out of socio-economic compulsion for their livelihood. Many of these Leprosy patients are cured of this disease and are non-infectious although some of them might have deformed limbs with or without ulcers. It is not poesible to board them all in the Leprosy homes and hospitals. Under the National Leprosy control Programme, the Government have scheme to set up 15 leprosy rehabilitation promotion units in different parts of the country to provide surgical prosthetic and occupational therapy for the rehabilitation of leprosy patient. It is necessary to have the involvement of Government as well as voluntary organisations and others for the socio-economic rehabilitation of leprosy patients.

Migration of trained Medical Doctors and Revision of Pay Scale

1878. SHRI PIUS TIRKEY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government propose to revise pay scale and the service conditions of the doctors who are in the service of Government, semi-Government and public Undertakings to check the migration of trained, medical doctors to foreign countries; and

(b) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b) In so far as the Medical Officers belonging to the Central Health Service and working in its various Participating Organisations are concerned, their service conditions and career prospects have been significantly improve as a result of recent restructuring of the Central Health Service. A number of posts have been upgraded in all the grades to provide more promotional aveneues to the officers of the Service. The promotion quotas have also been increased in some of the grades of the Central Health Service.

Child Welfare Centres to be set up during Sixth Plan

1879. SHRIMATI MADHURI SINGH: Will the Minister of SOCIAL WELFARE be pleased to state the number and details of child welfare centres to be established in the country during the Sixth Plan period under the Integrated Child Development Scheme?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): It has been decided to expand the Integrated Child Development Services Scheme programme so as to reach a target of 1000 projects by the end of the Sixth Five Year Plan. 620 projects have already been sanctioned in different states/Union Territories. Another 380 projects are proposed to be sanctioned during 1983-84 and 1984-85.

State/Union Territory-wise distribution of the projects already sanctioned, and those proposed to be sanctioned in 1983-84 and 1984-85, is given in the statement attached.

Statement

State-Union Territory-wise distribution of the Integrated Child Development Services Scheme Projects

S.No.	Name of the State/Union Territory	Number of IGDS Projects		
		Already sanctioned	To be sanctioned in 1983-84 and 1984-85	Total
1	2	3		
1	Andhra Pradesh	44	26	70
2	Assam	20	14	34
3	Bihar	55	39	94
4	Gujarat	29	16	45
5	Haryana	14	10	24
6	Himachal Pradesh	7	5	12
7	Jammu & Kashmir	7	6	13
8	Karnataka	31	17	48
9	Kerala	23	14	37
10	Madhya Pradesh	43	27	70

1	2	3		
11	Maharashtra	51	33	84
12	Manipur	7	3	10
13	Meghalaya	7	4	11
14	Orissa	27	16	43
15	Nagaland	7	4	11
16	Punjab	17	12	29
17	Rajasthan	29	16	45
18	Sikkim	2	..	2
19	Tamil Nadu	30	9	39
20	Tripura	7	4	11
21	Uttar Pradesh	81	62	143
22	West Bengal	45	28	73
23	Andaman & Nicobar Islands	3	1	4
24	Arunachal Pradesh	7	3	10
25	Chandigarh	1	..	1
26	Dadra & Nagar Haveli	1	..	1
27	Delhi	12	5	17
28	Goa, Daman & Diu	6	3	9
29	Lakshadweep	1	..	1
30	Pondicherry	2	1	3
31	Mizoram	4	2	6
	TOTAL	620	380	1,000
	Rounded to :	620	380	1,000

Fixation of Seniority of Commercial Inspectors

1881. SHRI R. N. RAKESH: Will the Minister of RAILWAYS be pleased to state:

(a) number of the Commercial Apprentices who after completing 2 years training in 1981 in Z. T. S. School Chandausi were posted as Commercial Inspectors in the respective Divisions over Northern Railway;

(b) the number and grade of those Commercial Inspectors whose seniority has been fixed, and number of those whose seniority has not been fixed so far;

(c) the reasons for not fixing the seniority; and

(d) what steps the Government propose to take in this regard so that their *inter se* seniority of the training school is restored to them?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Two.

(b) Two in grade Rs. 455-700(RS). There is no such case of Commercial Apprentices having been posted as Commercial Inspector, whose seniority has not so far been fixed.

(c) and (d) Do not arise.

Conversion of Temporary Medical Officers GDO II Posts into Permanent

1882. SHRI A. K. ALAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No. 97 on 8 July, 1982 regarding conversion of temporary posts of Medical Officers G.D.O. Grade II into permanent and state:

(a) further progress made in the matter of cadre review of the strength of Medical Officers (G.D.O. II) in the Central Health Scheme and conversion of temporary posts into permanent ones; and

(b) how long more will it take to confirm the Medical Officers (G.D.O. II) recruited through the Union Public Service Commission in 1977?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b) the cadre review of the Central Health Service including G.D.O. Grade II has been completed, 338 posts of Junior Class I (G.D.O. Grade II) have been upgraded to Senior Class I scale of Rs. 1100-1600. The conversion of temporary posts into permanent posts is the responsibility of various organisations participating in the Central Health Service. These organisations have been reminded from time to time to convert as many posts possible into permanent posts. The confirmation of GDO Grade II officers is taken up as soon as a sizeable number of permanent vacancies become available. The confirmation of eligible officers recruited in 1977 would depend on the number of available permanent vacancies.

Appointment of Yoga Teachers in Schools

1883. SHRI K. T. KOSALRAM: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether in all the Union Territories Yoga teaching has been included in the curricula of Higher Secondary Schools and whether the Yoga teachers has been appointed in all such schools;

(b) if so, whether adequate care has been taken in selection of Yoga teachers by qualified and experienced people and if so how the selection has been done; and

(c) whether Government have advised the States also to introduce Yoga in the Schools and if so, how many States have introduced this subject?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b) It is only in the Union Territory of Delhi that Yoga teaching has been introduced in middle, secondary and senior secondary schools run by the Delhi Administration and Yoga teachers have been selected. The selection of these teachers was made by a duly constituted Staff Selection Board.

(c) No, Sir.

उत्तर रेलवे में असिस्टेंट इंजीनियरों के पदों के लिए परीक्षा

1884. श्री राजनाथ सोनकर शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बड़ौदा हाउस में अप्रैल, 1982 में असिस्टेंट इंजीनियरों के पदों के लिए परीक्षा ली गई थी और एक पद के लिए तीन उम्मीदवारों के अनुपात से 207 उम्मीदवारों को साक्षात्कार के लिए बुलाया गया था ;

(ख) यदि हां, तो कुल 59 पदों में से अनुसूचित जातियों और अनुसूचित-

जनजातियों के लिए कितने पद आरक्षित थे और इन पदों पर वास्तव में अनुसूचित जातियों/अनुसूचित जन-जातियों के कितने आदमी नियुक्त किये गये ।

(ग) क्या यह सच है कि अनुसूचित जाति के 17 सफल उम्मीदवारों में से असिस्टेंट इंजीनियरों के रूप में केवल 10 उम्मीदवारों की नियुक्ति की गई है और बकाया सात सफल उम्मीदवारों को छोड़ दिया गया है; और

(घ) यदि हां, तो इसके क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) जी हां, इस चयन के लिए 208 उम्मीदवारों को बुलाया गया था ।

(ख) 69 रिक्त स्थानों में से 10 स्थान अनुसूचित जातियों तथा 5 स्थान अनुसूचित जन-जातियों के उम्मीदवारों के लिए आरक्षित थे । अनुसूचित जाति के 10 उम्मीदवारों को पैनल में रख लिया गया है और अनुसूचित जाति के एक उम्मीदवार का परिणाम रोक लिया गया है क्योंकि उसके विरुद्ध अनुशासनिक कार्रवाई का मामला चल रहा है । अनुसूचित जनजाति के किसी भी उम्मीदवार ने अर्हता प्राप्त नहीं की ।

(ग) और (घ) प्रश्न नहीं उठता क्योंकि जिन उम्मीदवारों ने चयन में अर्हता प्राप्त कर ली थी उन सभी उम्मीदवारों को पैनल में रख लिया गया है ।

Criteria for setting up of new University

1885. SHRI M. RAMANNA RAI: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the proposed new University in Kerala fulfils all the requirements needed for the establishment of a new University or it is based on some other consideration; and

(b) what is the total number of Universities in India today, State-wise and how many of them are residential and how many of them are non-residential?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No proposal has been received from the Government of Kerala for establishment of a new University in that State.

(b) A statement showing the State-wise number of Universities, including Central Universities, and Institutions deemed to be Universities is attached.

Generally, Universities are classified as teaching-cum-affiliating Universities or as teaching Universities. In some cases, the relevant Act may also provide that a particular university is residential. The precise information about the number of Universities which provide that every student is expected to stay in residences approved by the University is not available.

Statement

Name of the State	Number of Universities as on 1-1-1983			
	Central Universities	State Universities	Institutions deemed to be Universities	Total
Andhra	1	9	2	12
Assam	..	3	..	3
Bihar	..	9	1	10
Gujarat	..	8	1	9
Haryana	..	3	..	3
Himachal Pradesh	..	2	..	2
Jammu & Kashmir	..	3	..	3
Karnataka	..	6	1	7
Kerala	..	4	..	4
Madhya Pradesh	..	10	..	10
Maharashtra	..	10	1	11
Manipur	..	1	..	1
Meghalaya	1	..	..	1
Orissa	..	5	..	5
Punjab	..	3	..	3
Rajasthan	..	3	1	4
Tamil Nadu	..	8	1	9
Uttar Pradesh	2	17	2	21
West Bengal	1	8	..	9
Chandigarh Union Territory	..	1	..	1
Delhi Union Territory	2	..	3	5
Total	7	113	13	133

Financial Assistance to Fishing Companies from Shipping Development Fund Committee

1888. SHRI DAULATSINHJI JADEJA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the names of all fishing companies who have received financial assistance from the Shipping Development Fund Committee, since the commencement of trawler financing by Government;

(b) the details of such companies financed upto date, giving details on the individual loans sanctioned to different companies, and the actual amounts released and the amounts due by such companies to the SDFC; and

(c) the details of pending applications from fishing companies to the SDFC, giving names of companies and their Directors?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) Following fishing companies have received financial assistance from the Shipping Development Fund Committee since the commencement of trawler financing by Government:—

PRIVATE SECTOR:

1. Phoenix India Marine (P) Ltd.
2. Srinivasa Sea Foods (P) Ltd.
3. Vani Marines Private Ltd.
4. Acqua Food Products Pvt. Ltd.
5. Pron Magnate Private Ltd.
6. Marine Fisheries Pvt. Ltd.
7. Sancheti Food Products Ltd.

PUBLIC SECTOR:

8. Andhra Pradesh Fisheries Corporation Ltd.
9. Kerala Fisheries Corporation Ltd.
10. Tamil Nadu Fisheries Corporation Ltd.

(b) A statement is attached.

(c) All applications for grant of loans for fishing trawlers are received and processed by the Ministry of Agriculture. Only the cases recommended by them are forwarded to Shipping Development Fund Committee for its consideration. At present no application is pending with Shipping Development Fund Committee.

Statement

Statement showing detailes of companies financed upto 28-2-1983.

S.No.	Name of the Company	Amt. of loan sanctioned (till 28-2-83)	Amt. of loan released (till 28-2-83)	Amounts due (as on 28-2-83 principal only)
		(Rupees)		
	PRIVATE SECTOR			
1	Phoenix India Marines (P) Ltd.	30,07,303·70	24,90,303·70	4,12,303·70
2	Srinivasa Sea Foods (P) Ltd.	30,07,303·70	27,64,465·57	1,95,000·00
3	Vani Marines (P) Ltd.	30,07,303·70	25,68,475·51	1,10,000·00
4	Acqua Food Products (P) Ltd.	30,07,308·70	23,91,303·70	5,85,000·00
5	Pron Magnate (P) Ltd.	30,07,303·70	28,80,303·70	4,00,000·00
6	Marine Fishieries (P) Ltd.	30,07,303·70	28,56,704·08	2,26,845·41
7	Sanchati Food Products Ltd.	89,24,000·00	22,31,000·00	..
	PUBLIC SECTOR			
8	Andhra Pradesh Fishieries Corpn. Ltd.	30,99,000·00	28,53,000·00	
9	Kerala Fishieries Corporation Ltd.	30,83,000·00	28,63,000·00	..
10	Tamil Nadu Fisheries Corporation Ltd.	29,90,000·00	25,79,531·00	..

Manufacture of Ayurvedic Medicines

1889. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Drug Controller (India) has issued instructions to State Authorities to allow manufacture of Ayurvedic Medicines where in Ayurvedic herbs and ingredients and predominent;

(b) whether the Food and Drugs Administration, Maharashtra has referred the matter soliciting clarification the policy of the Government in respect of the 'Mishra-Aushadhi" and "Ayurvedic Injections"; and

(c) what decision has the Government taken to allow manufacture of Mishra Aushadhi and introducing Ayurvedic Injections, proposed by several manufacturers in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) to (c). The Drugs Controller (India) has issued instructions banning the fixed does combinations of Ayurvedic and Nnani Drugs with modern drugs. The definition of "Patent or Proprietory Medicine" in relation to Ayurvedic, Siddha or Unani Tibb System of Medicine in the Drugs and Cosmetics Amendment Act, 1982 excludes Ayurvedic Injections.

Participation of Foreign Companies in Developmental Works of Nhava-Sheva

1890. SHRI MOTIBHAI R. CHAUDHARY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have sought participation of foreign companies in the developmental works of Nhava-Sheva;

(b) whether foreign firms have shown any interest; and

(c) if so, the names of the companies, the contracts awarded to them, the nature of the work and the total contractual amount, contract-wise and company-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) The Nhava Sheva Project has been posed to the World Bank for financial assistance and hence International competitive bidding procedures have to be followed. Accordingly, offers for pre-qualification for participation in the main contract for Nhava Sheva Port were invited on global basis with a view to short list the tenderers.

(b) Yes.

(c) As the tenders are yet to be invited, the question of award of contracts at this stage does not arise.

Number of Drug Inspector in various States

1891. SHRI HARIHAR SOREN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any assessment has been made by the Union Government to find out the number of Drug Inspectors required in different States;

(b) if so, the State-wise number of Drug Inspectors as assessed by the Government;

(c) the number of Drug Inspectors working in those States at present; and

(d) their number as on 31 January, 1983, State-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI): (a) and (b). A statement showing the number of drug inspectors in the various States as assessed is enclosed. (c) and (d) Information is being collected and will be laid on the Table of the Sabha.

Statement

S. No.	Name of the State/U.T.	Assessed requirement of Drug Inspectors.
1	2	3
1.	Andhra Pradesh	136
2.	Assam	57
3.	Bihar	163
4.	Gujarat	108
5.	Haryana	31
6.	Himachal Pradesh	8
7.	Jammu & Kashmir	25
8.	Kerala	93
9.	Madhya Pradesh	99
10.	Maharashtra	345
11.	Manipur	7
12.	Karnataka	85
13.	Orissa	77
14.	Punjab	39
15.	Rajasthan	59
16.	Tamil Nadu	148
17.	Tripura	20
18.	Uttar Pradesh	211
19.	West Bengal	318
20.	Delhi	77
21.	Chandigarh	3
22.	Dadra & Nagar Haveli	..
23.	Goa	5
24.	Pondicherry	2
25.	Arunachal Pradesh	..
26.	Meghalaya	4
27.	Nagaland	3
28.	Andaman & Nicobar Islands	2
29.	Mizoram	6
	Total	2131

हिन्दी टाइपिस्टों की वरिष्ठता

1893. **श्री कृष्ण प्रकाश तिवारी** : क्या रेल मंत्री हिन्दी टाइपिस्टों की वरिष्ठता के बारे में 22 जुलाई, 1982 के अतारांकित प्रश्न संख्या 2389 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या 1975-76 में रेलवे बोर्ड में तदर्थ आधार पर नियुक्त हिन्दी टाइपिस्टों की वरिष्ठता को इस बीच निर्धारित कर दिया गया है, यदि हां, तो उसका ब्यौरा क्या है ; और

(ख) यदि नहीं, तो उसके क्या कारण हैं; और

(ग) क्या यह भी सच है कि 1975 के हिन्दी टाइपिस्टों की फाइल शुरू हो गई थी जिसके कारण उनकी वरिष्ठता पर अत्याधिक प्रतिकूल प्रभाव पड़ा और उसके फलस्वरूप वे गत छः वर्षों से क्लर्क के रूप में कार्य कर रहे हैं और उनसे कनिष्ठ क्लर्क जो उनके बाद बाहर से आये थे, उन्हें उनसे वरिष्ठ बना दिया गया है और उन्हें पदोन्नति के लाभ से वंचित किया जा रहा है और यदि हां, तो उसके क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) और (ख). 1975–76 में तदर्थ आधार पर नियुक्त किये गये हिन्दी टंकको की सेवाएं केवल 1981 के अन्त में ही विनियमित की गई थीं। यह एक विशेष मामले के रूप में किया गया है। रेलवे बोर्ड सचिवालय लिपिकीय सेवा में उनकी वरिष्ठता का निर्धारण जो कि अभी किया जाना है, अलग से सुनिश्चित नहीं किया जा सकता है, अन्य बातों के साथ खुली प्रतियोगिता के माध्यम से तथा अन्य स्रोतों से आने वाले निम्न श्रेणी लिपिकों की

स्थिति और उनके दावों को ध्यान में रखते हुए इनकी वरिष्ठता का निर्धारण किया जायेगा ।

(ग) यद्यपि सम्बन्धित फाइल तत्काल उपलब्ध नहीं है, परन्तु यह मान लेना सही नहीं है कि केवल फाइल के गुम हो जाने से ही कर्मचारियों को सापेक्ष वरिष्ठता में परिवर्तन आ जायेगा क्योंकि किसी भी कोटि के कर्मचारियों की वरिष्ठता एक सतत प्रक्रिया है ।

मुडखेर-अदिलाबाद लाइन पर जामली गांव के नजदीक 'हाल्ट स्टेशन

1894. **श्री उत्तम राठौर** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दक्षिण-मध्य रेलवे मुडखेर-अदिलाबाद लाइन पर स्थानीय लोगों ने जामली गांव के नजदीक रेल विभाग द्वारा हाल्ट स्टेशन प्रदान करने के आश्वासन पर श्रमदान से एक छोटे रेल स्टेशन का निर्माण किया है;

(ख) क्या यह सच है कि अभी तक इस स्टेशन पर रेल-गाड़ियां रुकनी शुरू नहीं हुई हैं; और

(ग) यदि हां, तो इसके क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) और (ख). जी, हां ।

(ग) जामली गांव में हाल्ट स्टेशन खोलने के प्रस्ताव को दक्षिण-मध्य रेल प्रशासन द्वारा 1979-80 में स्वीकृत किया गया था । परन्तु धन की कमी तथा कुछ तकनीकी कारणों से इस कार्य को शुरू नहीं किया जा सका । अब यह कार्य शुरू कर दिया गया है और शीघ्र ही इस हाल्ट को यात्री यातायात के लिए खोले जाने की संभावना है ।

Acquisition of Agricultural land by Railway in Izatnagar

1895. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a large plot of agricultural land was acquired under Land Acquisition Act by Railway only for railway use in 1956 in Izatnagar but the same is not being used for the railway purposes but is auctioned for market and other purposes;

(b) if so, the reasons why the same land was acquired; and

(c) whether Government would review the matter and return the land to the farmers till it is required by the Railways for its own use?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) In 1956, 107.03 acres of land was acquired at Izatnagar for railway purposes. The present utilisation of this land is as follows:—

(i) construction of staff quarters—104.84 acres.

(ii) afforestation under Prime Minister's 20-Point Programme—1.07 acres.

(iii) Licensing for Tehbazari—1.17 acres.

The small area of 1.17 acres has been licensed for Tehbazari rights to meet the needs of local railway staff and their families to have shopping facilities in close vicinity of the railway colony inasmuch as the only other regular shopping centre in Bareilly city which is about 6 Kms. away from the colony.

(b) and (c). The above land has been fully utilised except a small area, at present temporarily licensed for Tehbazari, is required for future development purpose of the Railway. As such, the question of its return to its original owners does not arise.

Subjects Discussed during World Asssembly in Ageing

1896. SHRI S. B. SIDNAL: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether the World Assembly in Ageing was held in the middle of February this year in Vienna.

(b) the subjects discussed in the conference; and

(c) the measures being taken in our country to solve the problem of the aged and details thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) The World Assembly on Ageing was held at Vienna from 26 July to 6 August, 1982.

(b) The subjects discussed in the World Assembly were: Ageing and Development, the developmental issues and the humanitarian issues; International Plan of Action on Ageing; and other organisational matters of the Assembly.

(c) The recommendations of the World Assembly are under examination. The employees of the organised sector on retirement are entitled to pension, provident fund etc. The destitute aged are eligible for non-contributory pension in almost all States and Union Territories. There are also homes for the aged set up by the State Governments and voluntary organisations.

Setting up of Central Inland Waterways Authority

1897. SHRI P. M. SAYEED:
SHRI B. V. DESAI:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Central Inland Waterways Authority is being set up to look after the development maintenance and management of all national waterways;

(b) if so, whether this proposal was discussed at the seventh meeting of the Central Inland Water Transport Board, which was held on 14 January, 1983;

(c) whether Government has accepted this sugestion of the Central Inland Water Transport Board;

(d) if so, by what time the same is likely to be implemented; and

(e) what are the other suggestions made by them?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) A proposal for setting up of an "Inland" Waterways Authority of India" has been accepted in principle by Govt. and action for obtaining approval for enactment of a Central legislation for the purpose has been initiated.

(b) The proposal in question was not discused as such at the 7th meeting of the Central Inland Water Transport Board held on 14th January, 1983 However, a mention thereof was made by he Member Secretary of the Board.

(c) and (d). Do not arise.

(e) Some of the important suggestions made by the Board were as under:—

(i) Augmentation of provision for Centrally Sponsored Sector (ii) Early declaration of Rivers Narmade and Brahmaputra, as National

Waterways (iii) Speeding up of the hydrographie surveys of waterways including the Brahmaputra and acquisition of survey vessels and equipments therefor, provision of training facilities for hydrographic surveys etc. (iv) Provision of infrastructural facilities on the Allahabad-Haldia stretch of the river Ganga to develop inland navigation (v) Setting up a regional Directorate in Calcutta etc.

Grievances of Indian Railway Loco Mechanical Staff Association N. Railway Moradabad

1898. DR. SARADISH ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Government has been drawn towards the grievances made by the Indian Railway Loco Mechanical Staff Association, Northern Railway, Moradabad; and

(b) if so, steps taken in this regard?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes.

(b) The Railway administration has either already taken action or is taking action on the demands put forward by the Association on merits and within the framework of existing rules and financial constraints.

Crisis in Shipping Industry

1899. SHRI RAJESH KUMAR SINGH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware of the continued crisis being faced by the shipping industry in the country and its sluggish economic growth for the last many years with the result that many companies are on the verge of liquidation.

(b) if so, whether Government have made any assessment with regard to the factors responsible for the countinuous slump in the Indian shipping industry;

(c) if so, details thereof. and

(d) Steps contemplated by the Government in the matter?

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) Yes, Shipping Industry the world over witnessed a prolonged depression from 1975 to 1979. After a short-lived boom, it was again overtaken by a depression from the second quarter of 1981 which is still continuing. This prolonged recession has adversely affected many shipping companies with the result that some of them have had to close down their operations.

(b) Yes.

(c) The main factors responsible for the world wide recession are a decline in world trade and over-supply of tonnage. This has led to an intense competition amongst the shipping lines. In addition, the following factors have further affected the Indian shipping lines adversely:

(i) Competition from non-Conference Lines for whom Indian Ports are wayside ports in general cargo trade on almost all routes.

(ii) Lack of adequate container carrying facilities amongst Indian lines.

(b) Government have considered the Memorandum of Indian National Shipowners' Association and have decided to extend financial relief to the Indian shipping companies. The details are being worked out. In addition, Government have also taken step to ensure better cargo support for Indian shipping lines. Some more measures are under consideration.

एशियाड की बसों और मैटाडोरों के लिए दिल्ली में यात्रियों के परिवहन हेतु दिये परमिट

1900. श्रीमती किशोरी सिन्हा : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या एशियाई खेल' 82 के दौरान परिवहन के लिए प्रयोग में लाई गई बसों और मैटाडोरों को दिल्ली में यात्रियों के परिवहन हेतु परमिट दिये गये हैं ;

(ख) क्या इनसे दिल्ली में परिवहन समस्या कुछ सीमा तक हल हुई है; और

(ग) यदि हां, तो इस बार में भविष्य में क्या कार्यवाही करने का विचार है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जियाउर्रहमान अन्सारी): (क) एशियाई खेलकूद के दौरान पड़ोसी राज्यों से दिल्ली परिवहन निगम द्वारा लिये गये बस अब उन्हें वापस कर दी गई है । राज्य परिवहन प्राधिकारी द्वारा लगाये गए 226 मैटाडोर को एक स्थान से दूसरे स्थान तक टैक्सी परमिट दिया गया है ।

(ख) और (ग). दिल्ली की परिवहन समस्या केवल इंटीग्रेटेड मल्टी मोडल पद्धति द्वारा सुधारी जा सकती है । दिल्ली परिवहन निगम के बेड़े में और मेटाडोर को संख्या दोनों में वृद्धि हुई है जिसके कारण यात्रियों को कुछ मदद मिली है ।

Punctuality of Kalka-Howrah Mail

1901. SHRI SUNIL MAITRA: Will the Minister of RAILWAYS be pleased to state on how many days 2DN Kaka-Howrah Mail reached Howrah on time since January 1, 1983?

THE MINISTER OF FAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): During the period 1-1-1983 to 21-2-1983, Dn Kalka-Howrah Mail reached Howrah right time on 21 days.

Correction of Bangalore Guntakal Metre Gauge Lnie

1902. SHRI K. LAKKAPPA: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made on the work of conversion of Bangalore-Guntakal metre gauge line into broad gauge; and

(b) when the conversion will be completed and when through running of broad gauge trains upto Bangalore will start?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) and (b) The broad gauge line was opened for passenger traffic with effect from 26th January, 1983.

Looting Pariyawan Railway Station on Allahabad Rae Bareilly Section

1903. SHRI MANOHARLAL SAINI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Rs. 7,000/- were looted from Pariyawan Railway Station on Allahabad-Rae Bareilly Section on 19 December, 1982 by an armed gang; and

(b) if so, what are the details thereof together with reasons for insecurity conditions and steps taken to tighten the same?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes. The loss involved was about Rs. 12,446/-.

(b) On 19.12.82, at about 02.20 hours, at the point of gun 12/15 dacoits loo-

ted belongings of 9 passengers, station cash Rs. 10,861 from the railway cash safe and ticket tube, personal cash Rs. 120/- and wrist watch of the Assistant Station Master and escaped with property totalling about Rs. 12,446/-.

Government Railway Police, Allahabad has registered case No. 844 dated 19.12.82 under Section 395 IPC and are making investigations.

Pariyawan is a small way-side station and it is rather difficult to provide security cover to all way-side stations However, after this incident, local Police has intensified their patrolling in the area.

Compensation to victims of road Accidents in Delhi.

1904. SHRI BABURAO PARANJPE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state.

(a) the number of road accidents in Delhi and also the number of persons injured, dead as a result there, in each of the last three years and in the curent year;

(b) how many of the injured persons or the relatives of dead persons have as yet received compensation; and

(c) whether there is any proposal to expedite the payment of compensation?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : (a) Year-wise information is as under :—

Year	No. of Road accidents	No. of persons dead	No. of persons injured
1	2	3	4
1980	4313	840	3889
1981	4409	1051	3782
1982	4867	1218	4404
1983 (up to 15-2-83)	646	141	711

(b) Compensation is awarded by the Motor Accident Claims Tribunals on the basis of Claims lodged. During the last three years, the Claims settled number 903, 766 and 672 respectively. During the current year, 87 Claims have been settled upto 15-2-83.

(c) With a view to expedite settlement of claims, five Motor Accident Claims Tribunals have been set up and are functioning.

Review of working of Railway Protection Force

1905. SHRI DAULAT RAM SARAN: SHRI JAGPAL SINGH :

Will the Minister of RAILWAYS be pleased to state :

(a) what is the average annual expenditure being incurred by the Government in maintaining the Railway Protection Force;

(b) whether Government have made any review of the working of the RPF to know how far the force has been able to prove useful and in achieving the objective for which it was set up and also to know the deficiency/drawbacks, if any, in its functioning; and

(c) if so, details thereof and the steps contemplated by the Government to improve the functioning of the organisation.

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Rs. 36,24,94,694/-.

(b) and (c) The matter is under consideration of the Railway Reforms Committee.

Absorption of Vendors and Commission Bearers

1906. SHRI BASUDEB ACHARYA:
SHRIMATI PRAMILA DANDAVATE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have taken decision to absorb all the vendors and Commission bearers;

(b) how many of them have so far been regularised; and

(c) whether it is a fact that instruction to the Zonal Railways have been given to register the names of Commission vendors on the basis of the length of service rendered by them to consider their cases along with casual labour for absorption as class IV staff on the Railways?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): (a) and (c). It has been decided to absorb Commission bearers only. Commission vendors stand on a different footing because they are engaged just like commission agents under agreement executed by them. Instructions, however exist that the Zonal Railways could consider registering these commission vendors along with other casual labour and substitutes for the purpose of absorption as and when vacancies become available.

(b) Information is being collected and will be laid on the Table of the Sabha.

Grievances of Indian Railway Signallers

1907. SHRIMATI SUSEELA GOPALAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Government has been drawn towards the grievances of Indian Railway Signallers for higher percentage of upgradation; and

(b) if so, steps taken in this matter?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHARI): (a) Yes.

(b) The cadre of signallers has already been reviewed twise, in 1976 and 1979. These reviews have improved the percentage of posts in higher grades and also provided posts in scale Rs. 950-750 and Rs. 700-900 which did not previously exist in this cadre.

Infant Mortality in rural and Urban Areas

1909. SHRI RASHEED MASOOD: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what is the percentage of infant mortality in the rural areas of the country during the last three years, year-wise and how does it compare with the infant mortality rate in the urban areas of the country and with the infant mortality rate in the advanced countries; and

(b) what precise measures have been taken by the Government to reduce the infant mortality rate and the results achived during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) According to the latest figures compiled by the Registrar General of India through Sample Registration System (SRS), the infant mortality rate per 1000 live births for rural and urban areas of the country are given below:

Year	Rural	Uran	Total
1976	139	80	129
1977	140	81	130
1978	137	74	127

The infant mortality rates for the sub-sequent years have not yet been compiled.

The infant mortality rate in the rural areas is more than that of urban areas.

The infant mortality rates in some of the advanced countries are given below:—

Country	Infant mortality rate		
	1976	1977	1978
Canada	13·5	12·4	12·0
U.S.A.	15·2	14·0	13·6
Japan	9·3	8·9	8·4
France	12·5	11·4	10·6
Germany (DR)	14·0	13·1	13·1
Germany (FR)	17·4	15·5	14·7
U.K.	14·5	14·1	13·3
Australia	13·8	12·5	
Sweden	8·3	8·0	7·8

In the advanced countries, the level of infant mortality is lower than that of India.

(b) Measures taken or proposed to be taken to bring down the infant mortality are as below:—

1. The infrastructure for the delivery of maternal and child health services has been and is being expanded both in rural and urban areas by the setting up of Primary Health Centres and Sub-centres, Urban Family Welfare Centres, and Post-Partum Centres. Presently, about 6000 Primary Health Centres, 60,000 Sub-centres, 2,500 Urban Family Welfare Centres and 550 Post-Partum Centres are functioning in the country.

2. The Health Guides Scheme introduced in the last few years with the aim of providing one worker for every one thousand population will provide

further primary health care in the promotive, preventive and curative aspects in a large measure. About 2.33 lakhs village health guides have been trained so far.

3. The training of Traditional Birth Attendants (Dais) who assist at the time of child-birth in villages has been intensified so that there would be a trained dai also for a village of 1000 population to provide for hygienic deliveries. About 4 lakhs indigenous dais have been trained so far.

4. Special clinics to attend to pregnant mothers and small children are organised in all types of medical and health institutions. Besides keeping pregnant mothers and small children under regular health supervision, these clinics provide the preventive services as well as undertake health and nutrition education.

5. Peventive immunisation against tetanus is given to pregnant mothers in order that puerperal tetanus and neonatal tetanus which is a cause of infant deaths in many parts of the country is prevented. Facilities are provided for the protection of infants from tuberculosis, diptheria, whooping cough and tetanus. Arrangements for immunising children against measles, typhoid and polio have also been made. The programme of immunisation for all these categories is being intensified from year to year. During 1980-81 and 1981-82, 10.5 millions mothers have been covered with T. T. Immunisation. Among children covered are 13.8 millions with D.P.T. 20.8 millions with D.T., 3.7 millions with polio and 3.8 millions with typhoid.

6. Nutritional anaemia is widely prevalent among pregnant and nursing mothers. A scheme is in operation to prevent nutritional anaemia among mothers and children. During 1980-81 and 1981-82, 20.80 millions mothers and 19.25 millions children have been covered under the scheme.

7. A programme to combat dehydration due to diarrhoeal diseases among children through use of oral electrolyte solution has also been initiated.

8. Doctors in Primary Health Centres are being given inservice training in material and child health in selected districts headquarters hospitals. About 450 doctors have been trained so far.

9. Educational material/guidelines on all components of MCH Schemes including nutrition, are being produced and distributed to medical and para-medical staff.

10. Nutritional education to mothers is sought to be imparted through all the Auxiliary Nurse Midwives in sub-centres.

11. Care of the new-born—Intensive steps have been taken to provide adequate care to the new-born in the form of training of traditional birth attendants, midwives, nurses etc., defining minimum perinatal care, imparting training to teams of doctors in new born care and providing specialised equipments for care of sick newborn.

12. Paediatric units—Paediatric Units have been established in 321 districts hospitals and 20 sub-division hospitals and specialised equipments have been given to these units.

13. Besides, promotion of breast feeding among the population a curriculum has been developed for providing inservice training to doctors in management of problems in breast feeding and infant weaning. This is also being augmented by appropriate health education for infant nutrition.

14. A special integrated child development service project has been introduced in about 300 development blocks by the Ministry of Social Welfare. These projects, implemented in the tribal area, backward rural areas and urban slums aim at providing intensive health care for preganant mothers and children below 6 years of age. The project is graudally being extended to about 1000 blocks during Sixth Five Year Plan.

15. The National Family Welfare Programme also plays an important role in improving the health of mothers and children, and reducing the rate of infant mortality. The couple protection rate under one or the other methods of contraception is likely to go upto 26.5 per cent by the end of March 1983, as against 23.7 per cent in April, 1982.

Daily running of Rajdhani Express

1910. SHRIMATI PRAMILA DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are plans to make the Rajdhani train-service a daily one between Bombay-New Delhi and New Delhi-Howrah; and

(b) if not, what are the constraints and how they are going to be overcome?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) No. However, it is proposed to increase the frequency of 151 152 Bombay Central-New Delhi Rajdhani from four days a week to five days a week and 101/102 Howrah-New Delhi Rajdhani from twice a week to four times a week with effect from 1-4-1983.

(b) The occupancy of these trains will be watched for some time before any plans for further increase in frequency can be made, subject to the availability of resources.

Electrification of Railway lines in Kerala

1911. SHRI SKARIAH THOMAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have under consideration a scheme to electrify the railway lines in Kerala in a phased manner; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) No.

(b) Does not arise.

Doubling and electrification of Delhi Ambala-Kalka Lnie

1912. SHRI CHIRANJI LAL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are contemplating to introduce double line and electrifying the Delhi-Ambala-Kalka route of Northern Railway; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) and (b). On Delhi-Ambala-Kalka route, double line already exists from Delhi to Panipat. Doubling of Panipat-Ambala Section is in progress. There is no proposal at present for doubling Ambala-Kalka section.

Electrification of Delhi-Ambala section is envisaged to be taken up in the VII Five Year Plan subject to availability of resources. There is no programme yet contemplated for electrification of Ambala-Kalka section.

Munabao Khokaropar Railway Route

1913. SHRI VIRDHI CHANDER JAIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Munabao Khokaropar railway route is more economical, shorter and convenient for Rajasthan, Madhya Pradesh, Gujarat, Maharashtra and Andhra Pradesh as compared to Wagha route in Punjab;

(b) whether it is a fact that discussions were held between the Governments of India and Pakistan for opening this railway route for Pakistan bound passengers and for custom purposes; and

(c) if so, the outcome of discussions?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes.

(b) and (c). Government of India had taken up with Government of Pakistan the issue of reopening Khokaropar-Munabao rail route on different occasions in the past, but no positive response has so far been received from Government of Pakistan.

प्रथम श्रेणी में डिब्बों की खराब हालत

1914. श्री राम अवध : क्या रेल मंत्री यह बताने की कृपा करेंग कि :

(क) क्या यह सच है कि देश में बहुत सी गाड़ियों के प्रथम श्रेणी के डिब्बे बहुत ही खराब हालत में हैं ; और

(ख) यदि हां, तो क्या सरकार इस बारे में सुधार करने हेतु कार्यवाही कर रही है ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) जी नहीं, । अधिकतर गाड़ियों का नहीं । परन्तु कुछ सवारी डिब्बों में सुविधाओं की फिटिंगों के संबंध में कुछ कमियां हैं, जो कि मुख्यत: उठाईगीरों तथा शरारती तत्वों की गतिविधियों के कारण हैं । ये सामान्य तौर पर भारतीय रेलों के पूर्वी, उत्तर-पूर्वी तथा मध्य क्षत्रों में अधिक है ।

(ख) इन शरारती गतिविधियों को रोकने के लिये हर संभव प्रयास किया जा रहा है जिनसे सुविधाओं से संबंधित फिटिंगों को हानि होती है और परिणामस्वरूप सवारी डिब्बों की हालत खराब हो जाती है। अब एसी फिटिंगों को लगाये जाने की विशिष्ट कार्यवाही की जा रही है, जिनकी उठाईगिरी नहीं की जा सकती और इससे फिटिंगों के नुकसान को रोका जा सकेगा । प्रारम्भिक और पर्यन्त दोनों स्थलों पर भी सवारी डिब्बों की भलीभांति जांच की जाती है और उनमें से गायब फिटिंगों को फिर से लगा दिया जाता है और सवारी डब्बों की सफाई कर दी जाती है ।

Programme, specific schmes, organisational set up for the welfare of aged

1915. SHRI SONTOSH MOHAN DEV: Will the Minister of SOCIAL WELFARE be pleased to state the programme, specific schemes, organisational set up and financial allotment made for the health care measures and well being of the aged and the elderly in our country in pursuance of the U.N. World Assembly on Ageing?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): The UN World Assembly on Ageing was held from 26 July to 6 August, 1982. The report containing the Assembly's recommendations has now become available. It is being examined.

News capitioned "Indian medieval narrative prose in Russian",

1916. SHRI N. K. SHEJWALKAR: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether attention of Government has been drawn to a news item appearing in the 'Amrita Bazar Patrika' dated 21 January, 1983 under the caption 'Indian medieval narrative prose in Russian';

(b) the number of publications and their original language which have been translated into Russian;

(c) whether necessary permission of the Government of India was obtained for the purpose;

(d) how many Indian literary persons/poets participated in the translation work; and

(e) the comments and preface of the books, if any, written by Indian and if so, by whom?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) to (e). Government has no information.

Rail Lines serving rural and urban Areas

1917. SHRI JITENDRA PRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) the railway lines laid after the Independence, gauge-wise in kilometres;

(b) whether the new lines serve urban population or do they serve rural people also; and

(c) how many persons are benefited from these lines separately in rural and urban areas?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) 8571 Kms. of new railway lines have been added on the Indian Railways. The gauge-wise detail is as under:

Broad Gauge	—	5193 Kms.
Metre Gause	—	3286 Kms.
Narrow Gause	—	52 Kms.
		8571 Kms.

(b) The new railway lines serve both urban and rural population.

(c) No such data is either maintained or available.

M. Tech. Course of University of Delhi

1918. SHRI HIRALAL R. PARMAR: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the University of Delhi had started an M. Tech. course in its Department of Physics and Astro-Physics in 1978/1979;

(b) if so, details of this course;

(c) whether this M. Tech. course was discontinued last year for want of funds;

(d) whether necessary grant has now been provided or is being provided for this course to the University of Delhi;

(e) if so, whether the M. Tech. course will again be started in the year 1983-84; and

(f) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b) Yes, Sir. The course started in 1976 under a project sanctioned by the Department of Electronics for training of manpower in the field of microwave technology, for a period of five years.

(c) The period of five years ended in 1981 and hence the programme was discontinued in 1981-82.

(d) and (e). A proposal of the University to continue the project for a further period of three years has since been approved by the Department of Electronics and the Course will restart in the 1983-84 Session.

(f) Does not arise.

Absorption of Teachers of Dandakaranya Project in Central Schools

1919. SHRI SATYASADHAN CHAKRABORTY: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government are considering to absorb the Teachers, Lecturers and Principles of Dandakaranya Project in the open market vacancies, particularly in the vacancies of the Central Schools; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir.

(b) Question does not arise.

श्री गंगा नगर से हनुमानगढ़ तक ब्राड गेज लाइन को बढ़ाया जाना

1920. श्री कुम्भाराम आर्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या श्रीगंगानगर से हनुमानगढ़ जंकशन तक ब्राड गेज लाइन बढ़ाने की योजना है जिससे लालगढ़ कैंटोनमेंट को इस सुविधा का लाभ मिल सके; और

(ख) यदि हां, तो इस संबंध में हुई प्रगति का ब्यौरा क्या है ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) जी, नहीं ।

(ख) प्रश्न नहीं उठता ।

Development of Nhava Sheva Port

1921. SHRI A. T. PATIL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the progress of the development of Nhava Sheva Port?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): The Nhava Sheva Podt Project was sanctioned by the Government on 8-6-1982 for an estimated cost of Rs. 592 crores. Since then following progress in respect of major activities has been made:—

(a) Offers for pre-qualification for the civil contract in the port area have been received and these are under consideration;

(b) This project is posed to the World Bank for financial assistance. The World Bank Pre-appraisal Mission visited this country in March, 1982 for granting financial assistance to this project. Another Mission visited India in July-August 1982. The Appraisal Mission again visited India in October-November 1982. They have submitted an *Aide-Memoire*. The final Report of the World Bank Mission is awaited;

(c) Government of Maharashtra has been requested to acquire the land required for the port project;

(d) Arrangements are in various stages in respect of services required for the project, such as supply of power, water etc.

Adoption of 10 + 2 System in States

1922. SHRI NAWAL KISHORE SHARMA: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) the number and names of States which have adopted the 10 plus 2 system of school education;

(b) the number and names of the States which have so far introduced vocational courses on a limited scale at the plus 2 stage;

(c) what are the reasons given by those States which have so far not introduced the vocational courses at plus 2 stage; and

(d) what steps are being taken by the Government to ensure that all States in the country adopt the 10 plus 2 system of school education and all introduce vocational courses at the plus 2 stage?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (d) So far the following 16 States and 8 Union Territories have switched over to the 10 + 2 system of school education:

1. Andhra Pradesh

2. Assam
3. Bihar
4. Gujarat
5. Jammu & Kashmir
6. Karnataka
7. Kerala
8. Maharashtra
9. Manipur
10. Nagaland
11. Orissa
12. Sikkm
13. Tamil Nadu
14. Tripura
15. Uttar Pradesh
16. West Bengal
17. Andaman & Nicobar Islands
18. Arunachal Pradesh
19. Chandigarh
20. Dadra & Nagar Haveli
21. Delhi
22. Goa, Daman & Diu
23. Lakshadweep
24. Pondicherry.

Out of these, 10 States/U. Ts. i.e. Andhra Pradesh, Gujarat, Karnataka, Maharashtra, Tamil Nadu, West Bengal, Andaman & Nicobar Islands, Dadra & Nagar Haveli, Delhi and Pondicherry have introduced vocational courses at the plus 2 stage.

All the States/U. Ts. have accepted, in principle, the 10 plus 2 system including vocationalisation of the plus 2 stage as an integral part of that system. Actual adoption of the system has, however, been delayed in some cases because of administrative, financial and other difficulties. The subject was considered at the last conference of Education Secretaries held in January 1983. The Conference urged upon the States which have not yet switched over to the 10 plus 2 system to introduce the change before the 1984-85 academic session. The Conference reiterated the point that vocationalisation of the plus 2 stage was an integral part of the 10 plus 2 system of education. All the States/U. Ts. which have not yet introduced vocational courses were urged to take immediate steps to make higher secondary school education more employment oriented.

नैरो गेज लाइनों को अपने नियंत्रण में लिया जाना

1923. **श्रीमती ऊषा प्रकाश चौधरी :** क्या रेल मंत्री यह बताने की कृपा करेंग कि :

(क) क्या देश के विभिन्न भागों में शेष नैरी गेज लाइनों को अपने नियंत्रण में लेने का कोई प्रस्ताव सरकार के विचाराधीन है ;

(ख) यदि हां, तो क्या इन नैरो गेज लाइनों का कोई सर्वेक्षण किया गया है; और

(ग) क्या इस संबंध में सरकार द्वारा कोई विशेष कदम उठाने का विचार है ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) छोटे आमान वाली जो लाइनें निजी कम्पनियों के स्वामित्व में होती हैं, उन्हें या तो सरकारी रेलों द्वारा अथवा मालिक कम्पनियों द्वारा उनके

साथ हुए समझौतों के अनुसार परिचालित किया जाता है।

समझौते में दस वर्ष के अंतराल पर खरीद का निर्धारण करने की व्यवस्था भी है जिसका ब्यौरा नीचे दिया गया है :—

रेलवे	किसके द्वारा परिचालित हैं	खरीद के लिए तारीख का निर्धारण
1	2	3
अहमदपुर–कटवा . .	पूर्व रेलवे	31–3–1988
बांकुरा-दामोदर रिवर . .	दक्षिण-पूर्व रेलवे	31–3–1987
सेण्ट्रल प्राविन्सिज़ . . .	मध्य रेलवे	31–3–1987
फुलवा-इस्लामपुर लाइट रेलवे . .	मालिक कम्पनी	31–3–1988

जब इन खरीदों के निर्धारण का समय आ जायेगा तब सभी संगत पहलुओं जैसे अर्थक्षमता, परिवहन के वैकल्पिक साधनों की उपलब्धता आदि को ध्यान में रखकर इन्हें अपने अधिकार के वैकल्पिक अधिकार में लेने के मामले पर विचार किया जायेगा।

(ख) सामान्यत: रेलों पर नई रेल लाइनों के निर्माण के लिये सर्वेक्षण किये जाते हैं। इसलिये इन लाइनों के सर्वेक्षण की आवश्यकता नहीं है।

(ग) कटवा–इस्लामपुर लाइट रेलवे के संबंध में बिहार सरकार ने इस लाइन के राष्ट्रीयकरण के बाद इसे बन्द कर दिये जाने और इस लाइट रेलवे के कर्मचारियों को भारतीय सरकारी रेलों में समाहित किये जाने की सहमति दे दी है। लाइनों को अपने अधिकार में लेने के लिये कानून संबंधी प्रारम्भिक कार्य शुरू कर दिया गया है जिसके लिये एक समिति नियुक्त की गई है जो लाइट रेलवे की परिसम्पत्तियों का मूल्यांकन करेगी तथा कर्मचारियों को समाहित करने के लिये रूपरेखा तैयार करेगी।

Opening of New Central Schools in Civil and Military Sectors in 1983-84

1924. PROF. NARAIN CHAND PARASHAR: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government have taken a decision for opening of new Central Schools for the civil and military sectors during the academic year 1983-84;

(b) if so, the names of places which have been selected for this purpose alongwith the States in which they are to be located, separately, in each of the two sectors; and

(c) if not, the likely date by which a decision would be taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) and (c) The locations for these Kendriya Vidyalayas are to be decided by the Kendriya Vidyalaya Sangathan at the time of commencement of the next academic session. It is not possible to indicate at this stage the names of such places.

Extension of Jayanti Janata Express upto Trivandrum

1926. SHRI V. S. VIJAYARAGHAVAN:

SHRI A. NEELALOHITHADASAN NADAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to extend Jayanti Janata Express running between Nizamuddin and Cochin to Trivandrum; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) No. Extension of 131/132 Nizamuddin-Cochin Jayanti Janata Express to and from Trivandrum is not being contemplated due to operational constraints.

(b) Does not arise.

Disparity betwetn Infant Mortality Rates in New Delhi and Old Delhi

1927. SHRI BHIKU RAM JAIN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Government are aware of the vast disparity between the infant mortality rates in New Delhi and Old Delhi;

(b) if so, the details thereof; and

(c) the steps proposed for better primary health care and introduction of more hospitals in Old Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b). Government are aware of the disparity in the infant mortality rates in N.D.M.C. areas and Municipal Corporation areas, as brought out by the Bureau of Economics and Statistics, Delhi Administration in its annual report on the working of Registration of Births and Deaths Act, 1969. The figures indicate a higher infant mortality rate in New Delhi areas over those in the M.C.D. areas. This is due to the fact that the registraion is done on the basis of place of occurrence, and a large number of infant deaths in the families of the normal residents elsewhere would have been registered in N.D.M.C. area in view of concentration of medical institutions there.

(c) During the 6th Plan, 5 new hospitals are allotted for Delhi. Two 500 bed hospitals-one in Shahdara and the other in Harinagar, and three 100 bed hospitals at Mangolpuri, Khichripur and Zafarpur. Apart from that a number of schemes for expansion/improvement of medical facilities in its jurisdiction/institutions have been taken up under the Sixth Five Year Plan. An outlay of Rs. 2,136.50 lakhs have been allocated for medical and public health sector, as well as under Minimum Needs Programme for Delhi.

दूरवर्ती पिछड़े क्षेत्रों में प्रारम्भिक स्वास्थ्य केन्द्र की स्थापना के लिये राज्य सरकारों को जारी किये गये निदेश

1928. श्री फूल चन्द वर्मा: क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने अपने दूरवर्ती पिछड़े क्षेत्रों में प्रारम्भिक स्वास्थ्य केन्द्र

की स्थापना के लिए राज्य सरकारों को कोई निदेश जारी किये हैं;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है ;

(ग) क्या सरकार ने इस कार्य के लिये कोई वित्तीय सहायता दी है ; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्रीमती मोहसिना किदवई) : (क) और (ख). हां, राज्य सरकारों को यह सलाह दी गई है कि नए प्राथमिक स्वास्थ्य केन्द्रों की स्थापना करते समय आदिवासी, पहाड़ी, दूरवर्ती और पिछड़े क्षेत्रों तथा जिला मुख्यालय से दूर के क्षेत्रों को प्राथमिकता दी जाये।

(ग) नए प्राथमिक स्वास्थ्य केन्द्रों को खोलने के लिये स्वास्थ्य और परिवार कल्याण मंत्रालय कोई वित्तीय सहायता नहीं देता ।

(घ) यह प्रश्न नहीं उठता ।

Reservation for Handicapped Persons in States

1929. SHRI A. NEELALOHITHADASAN NADAR: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) the details of the reservation for the handicapped persons in various States in services;

(b) the details in regard to Central services; and

(c) what is the machinery which the Government of India is having to monitor its implementation?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Details of statewise reservation in Group 'C' & 'D' posts is given in the statement attached.

(b) Government of India have reserved 3 per cent of vacancies (1) per cent each for the blind, the deaf and the orthopaedically handicapped persons) in group 'C' & 'D' posts and also comparable posts in Public Sector Undertakings.

(c) Monitoring of implementation reservation orders was being done by Ministry of Labour prior to August '82, when a separate cell was created in Ministry of Social Welfare to monitor the implementation of reservation orders for employment of handicapped persons in Group 'C' & 'D' posts in various Ministries/Departments of Government of India.

Government of India had set up in April '81 a Central Advisory Committee on physically handicapped persons under the Chairmanship of Union Minister for Planning & Labour to advise the Government on matters relating to rehabilitation of physically handicapper persons. The Committee has since been transferred to Ministry of Social Welfare and has reconstituted in August 82' under the chairmanship of Secretary, Ministry of Social Welfare. Representatives of major Ministries/Department. Department of Personnel & A. R., PPE. Director General Employment and Training and representatives of major voluntary organisations are members of this committee. One of the functions of this committee is to review the reservation orders and other concessions granted to handicapped persons from time to time.

Statement

Reservation for Physically Handicapped Persons made by State Government.

1.	Andhra Pradesh	3%
2.	Assam	3%

3.	Bihar	Under conis deration
4.	Gujarat	4%
5.	Haryana	3 %
6.	Himachal Pradesh	3%
7.	Jammu & Kashmir	3%
8.	Karnataka	2%
9.	Kerala	Under consi-deration
10.	Madhya Pradesh	3%
11.	Maharashtra	3%
12.	Orissa	3%
13.	Punjab	3%
14.	Rajasthan	2%
15.	Tamil Nadu	3%
16.	Uttar Pradesh	2%
17.	West Bengal	2%
18.	Andaman & Nicobar Islands	3%
19.	Arunachal Pradesh	3%
20.	Chandigarh	3%
21.	Delhi	3%
22.	Dadra & Nagar Haveli	3%
23.	Goa, Daman & Diu	3%
24.	Lakshadweep	3%
25.	Mizoram	3%
26.	Pondicherry	3%
27.	Tripura	3%

बांदा सेंट्रल रेलवे स्टेशन पर ऊपरी पुल

1930. श्री रामनरेश दूबे : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार, जैसा कि जनता ने मांग की है, बांदा सेन्ट्रल रेलवे स्टेशन पर ऊपरी पुल का निर्माण करने का है ;

(ख) क्या उत्तर प्रदेश सरकार ने इस पुल के लिये प्रारम्भिक व्यय हेतु 50 हजार रुपये की राशि जमा की है ; और

(ग) यदि हां, तो पुल के निर्माण में विलम्ब के क्या कारण हैं ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) से (ग) बांदा के निकट समपार के बदले ऊपरी सड़क पुल के निर्माण का प्रस्ताव है । यह सही है कि उत्तर प्रदेश सरकार ने नक्शे और अनुमान तैयार करने के लिये 50,000 रुपये जमा किये हैं । 10-1-83 को मध्य रेलवे ने राज्य सरकार से अनुरोध किया है कि वे निर्माण स्थल का चयन करे एवं ऊपरी सड़क पुल के निर्माण से संबंधित नियमों एवं शर्तों, अर्थात् लागत की भागीदारी और ऊपरी सड़क पुल के निर्माण के बाद संबंधित समपार बन्द करना, को स्वीकृति दे । राज्य सरकार के उत्तर की अभी प्रतीक्षा की जा रही है ।

Poor quality of Blood Banks run by Government and private agencies

1931. SHRI MOHAMMAD ASRAR AHMAD: Will the Minister of HEALTH AND FAMILY WELFARE: be pleased to state:

(a) whether Governments attention has been drawn to reports in the Press, particularly from Madras, about the poor quality of blood available for transfusion in surgical cases in hospitals; and

(b) if so, whether Government have taken any steps to regulate the functioning of Blood Banks run by Government and private agencies?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI): (a) and (b). The Information is being collected and will be laid on the Table of the Sabha.

Increased Plan allocation of Development of Ports

1933. SHRI NIREN GHOSH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Planning Commission has increased the Plan allocation for the development of ports;

(b) if so, details thereof;

(c) names of those ports which would be benefited; and

(d) what are those schemes to be taken up during the plan period at different ports, port-wise details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) to (d) As against the approved allocation of Rs. 521 crores for development of major ports in the Sixth Plan period, excluding Nhave Sheva, the revised requirement of Rs. 603 crores has been projected to the Planning Commission as under:—

(Rs. in crores)

Port	Original Sixth Plan outlay	Revised requirements projected to Planning Commission
1	2	3
1. (a) Calcutta	30·30	34·91
(b) Haldia Docks	21·45	21·45
(c) BHRTW	19·73	19·73
(d) Haldia Channel Dredging	11·52	10·92
2. Bombay	68·78	102·93
3. Madras	54·18	72·65
4. Cochin	54·22	64·52
5. Visakhapatnam	71·33	71·33
6. Kandla	46·42	51·75
7. Paradip	60·81	67·04
8. Mormugao	25·05	25·05
9. Tuticorin	25·57	29·11
10. New Mangalore	31·84	31·84
Total	521·20	603·23

A decision regarding this will have to wait the completion of the mid-term appraisal of the Plan. The proposal for increasing the allocation covers, by and large, the escalations in the schemes sanctioned/planned during the Sixth Plan period. In respect of Nhava Sheva, however, against the allocation of Rs. 30 crores, it is now proposed to request for allocation of Rs. 300 crores.

Setting up of a Railway Safety Board

1934. SHRI MADHAVRAO SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are thinking of setting up a Railway Safety Board to tackle the problem of the security of passengers; and

(b) if so, the details regarding its composition and functions?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) No.

(b) Does not arise.

Scientific equipment/kits for educational Sector

1935. SHRI E. BALANANDAN: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government have taken any concrete measures for coordinating production of science teaching equipment/kits for the educational sector;

(b) if so, to what extent this has been done; and

(c) the details of the type of equipment/kits and its schools covered with State-wise break up?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCAL WELFARE (SHRI P. K. THUNGON): (a) to (c) The National Council of Educational Research and Training (NCERT) has so far developed and produced in batches the following types of science kits for use in schools in States/U.Ts.:

(i) Primary Science Kit

(ii) Physics I Kit

(iii) Physics II Kit

(iv) Physics III Kit

(v) Biology Composite Kit

(vi) Chemistry Composite Kit

(vii) Chemistry Pupil's Kit.

NCERT has also developed the following Kits which are yet to be produced on a mass scale:

(i) Integrated Science Kit

(ii) Electronics Kit

(iii) Science Club Kit/Tools and Instruments Kit.

Sets of science kits developed by NCERT were distributed to all States/U.Ts. free of cost in the pilot phase of the Science Education Project.

Simultaneously, NCERT prepared design and specification sets for each type of science kits and distributed them to the States/U.Ts. so that they can themselves take up production of kits.

Details of State-wise distribution of the various kits are given in the statement attached.

Statement

Sl No.	States/U. Ts.	Primary Sc. Kit	Physics I	Physics II	Physics III	Biology I	Biology Composite	Chemistry Composite	Chemistry Pupil's	Total
1	2	3	4	5	6	7	8	9	10	11
1	Andhra Pradesh	51 30*	35	31	31	33	31	31	155	428
2	Assam	51 480*	31	31	31	31	31	31	100	767
3	Bihar	51 880* 1600	35	31	31	35	31	31	155	2880
4	Gujarat	50 830*	31	31	31	30	31	31	155	1222
5	Haryana	51	31	31	31	31	31	31	155	392
6	Himachal Pradesh	26 30* 887	11	12	12	11	12	12	55	1078
7	Jammu & Kashmir	40 200* 4859	40	31	41	40	31	31	—	5313
8	Kerala	51 280* 1377	30 ..	31	31	31	31	31	155	2048
9	Madhya Pradesh	51 930* 848	31	31	31	31	31	31	155	2170
10	Maharashtra	46 490*	47	45	45	46	45	45	255	1034

1	2	3	4	5	6	7	8	9	10	11
11	Manipur	51 180* 108	32	31	29	—	31	31	100	585
12	Meghalaya	51 101	31 75	31	—	—	31	31	50 30	431
13	Mysore	51 780*	31	31	31	30	31	31	155	1171
14	Nagaland	31	31	31	31	31	31	31	—	217
15	Orissa	51 730*	31	29	31	31	29	29	—	961
16	R.C.E. Bhubaneswar . . .	—	30	—	—	—	—	—	—	30
17	Punjab	52	32	31	31	32	31	31	155	395
18	Rajasthan	51 530*	83	31	31	31	31	31	150	919
19	Tamil Nadu	51 230*	31	32	31	31	32	32	155	625
20	Tripura	51 150*	31	31	31	31	31	31	50	437
21	Uttar Pradesh	51 930*	32	31	31	31	31	31	155	1323
22	West Bengal	51 600*	32	31	31	31	31	31	—	838
23	Andaman & Nicobar . . .	22 70*	12	11	11	12	11	11	—	160
24	Arunachal Pradesh . . .	31 100* 585	62	52	62	13	52	52	—	1029

1	2	3	4	5	6	7	8	9	10	11
25	Chandigarh	200*	—	—	—	—	—	—	—	200
26	Nagaland	50	—	—	—	—	—	—	—	50
27	Delhi	50 40*	—	—	—	—	—	—	—	90
28	Goa, Daman & Diu	1 100*	1	1	—	—	1	1	—	105
29	Lakshadweep	1	1	—	—	1	—	—	—	3
30	Mizoram	51 130*	31	31	31	—	31	31	75	411
31	Pondicherry	50	30	31	31	30	31	31	155	389
32	Sikkim	1	45	37	45	—	37	37	—	202
Miscellaneous										
	Iran	5	5	5	5	—	5	5	—	30
	Afghanistan	1500	—	—	—	—	—	—	—	1500
	Other Institutions	91 188*	103	71	30	55	65	69	—	672
										30093

(*) indicates supply under SEP (UNICEF assisted) during 1976-78.

News item captioned "The Medicos stampede to Saudi Arabia"

1936. SHRI TARIQ ANWAR:

SHRIMATI GEETA MUKHERJEE:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn to a news which appeared in the Times of India, dated 4 February, 1983 under caption "The Medico's stampede to Saudi Arabia";

(b) whether Government are aware of the fact that a large number of Indian doctors are being recruited by a high level Saudi delegation;

(c) whether it is a fact that Government are taking or are going to take steps to stop this mass exodus of doctors; and

(d) if so, whether Government are aware of the fact that a large number of doctors are unemployed in various parts of the country, especially in Bihar, and this was the opportunity for them to go abroad, earn their livelihood and also earn foreign exchange for the country?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) to (d). A Saudi Arabian delegation, headed by their Director General of Health Services, recently visited this country for the purposes of recruiting mainly medical and para-medical personnel. The Government of India have been permitting medical and para-medical personnel being engaged for service abroad with a view to meeting the medical manpower requirements of friendly developing countries. The Government favour such arrangement on Government to Government basis.

The total number of medical graduates on the live-registers of Employment Exchanges in the country as at the end of December, 1981, was about 16,406. The problem of unemployed doctors in the country cannot be entirely attributed to the absence of job opportunities. While the Government are not against the emigration of medical and paramedical personnel for service abroad, it has also to keep the domestic needs in view.

Railway Station and godowns burnt in Assam

1937. PROF. AJIT KUMAR MEHTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that Phulagiri Station and two railway godowns at Chaparmukh Station in Nowgong District were set ablaze amidst wave of anti-poll fury; and

(b) steps taken by the Government to prevent such occurrence and to protect life and property?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes.

(b) Maintenance of Law and Order in the State including railway premises is the responsibility of the State Govt./Police. They have, therefore, deployed armed guards with a view to preventing such occurrences and ensuring safety of persons and property.

Railways who are also vitally concerned with the matter are keeping close liaison with the State Govt./Police and are assisting them to the extent possible by providing RPF/RPSF personnel.

Plan allocations for modernisation of Major Ports

1938. SHRI CHITTA BASU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have undertaken modernisation plans for the Bombay, Calcutta, Haldia, Cochin, Madras, Visakhapatnam, Paradip, Kandla, Mor-

mugao, Tuticorin and New Mangalore Ports;

(b) if so, the Sixth Plan allocations for each; and

(c) the cost escalation of the scheme, if estimated, for each one of them?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) and (b). A provision of Rs. 521 crores has been made for development schemes of the major ports in the Sixth Five Year Plan excluding Nhava Sheva. Port-wise details are as follows:—

	(*Rs. in crores*)
Bombay	68.78
Calcutta	30.30
Haldia Docks	21.45
Bhagirathi Hooghly River Training Works	19.73
Haldia Channel Dredging	11.52
Cochin	54.22
Kandla	46.42
Madras	54.18
Mormugao	25.05
New Mangalore	31.84
Paradip	60.81
Tuticorin	25.57
Visakhapatnam	71.33
	521.20

(c) Present indication available with regard to escalation in cost of important schemes is as under:—

(Rs. in cror

Port/Scheme	Original cost	Revised costes)
Bombay		
Fourth Oil Berth	24.48	34.20
Cochin		
Integrated Development Project	35.86	55.40
Kandla		
Sixth General Cargo Berth	17.49	21.84
Madras		
Container Berth	22.60	30.47
Outer Protection Arm	7.25	9.19
Paradip		
Modification to Iron-ore Handling Plant	8.08	11.74
2nd General Cargo Berth	7.26	12.09

Opening of CGHS Dispensaries in Calcutta

1939. SHRIMATI GEETA MUKHERJEE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware of the inadequacy of Central Government Health Scheme dispensaries in Calcutta;

(b) if so, whether there is any plan to open new Central Government Health Scheme dispensaries in Calcutta and in the rest of West Bengal in near future; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI): (a) to (c). There are 13 Allopathic dispensaries, one Poly-clinic, two Ayurvedic Units and one Homoeopathic Unit functioning under the CGHS in Calcutta. Two more dispensaries are likely to be opened shortly. New dispensaries are set up according to Plan for expansion of CGHS subject to availability of resources and accomodation etc. There is no proposal for extension of scheme to any other city in West Bengal, as the present policy is to consolidate the Scheme in the cities where it has been extended.

बनारस हिन्दू विश्वविद्यालय की वित्तीय स्थिति

1940. श्री कृष्ण प्रताप सिंह : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बनारस हिन्दू विश्वविद्यालय की वित्तीय स्थिति इतनी अधिक बिगड़ गई है कि विश्वविद्यालय बड़ी मुश्किल से अपने कर्मचारियों का दिसम्बर, 1982 के महीने का वेतन अपने सावधि-जमा और विशेष कोष से दे सका है ;

(ख) यदि हां, तो इस विश्वविद्यालय की वित्तीय स्थिति के बारे में ब्यौरा क्या है और इसके क्या कारण हैं ; और

(ग) विश्वविद्यालय की वित्तीय स्थिति सुधारने के लिये क्या उपाय किये गये हैं ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप-मंत्री (श्री पी० के० थुंगन) : (क) से (ग). बनारस हिन्दू विश्वविद्यालय के लिये अनुरक्षण व्यय की व्यवस्था केन्द्रीय सरकार द्वारा विश्वविद्यालय अनुदान आयोग के माध्यम से की जाती है। वर्ष 1982–83 के लिये 12.12 करोड़ रु० का अनुरक्षण अनुदान दिया गया था। तथापि, वर्ष के दौरान मुख्य रूप से मंहगाई भत्ते की कुछ अतिरिक्त किस्तों का संस्वीकृति के कारण, ये अनुमानित खर्च बढ़ गये थ, जिसकी व्यवस्था संशोधित प्राक्कलन में की गई है।

मूल बजट व्यवस्था के अनुसार विश्वविद्यालय अनुदान आयोग द्वारा 303.00 लाख रु० के अनुदान की अन्तिम किस्त 20 दिसम्बर, 1982 को अवमुक्त की गई थी और इस राशि का डिमाण्ड ड्राफ्ट 28 दिसम्बर, 1982 को भेजा गया था। इस बीच, विश्वविद्यालय ने, अवकाश प्रारम्भ होने से पूर्व दिसम्बर माह के वेतन का भुगतान 24 को करने का निर्णय किया। इस उद्देश्य से, विश्वविद्यालय ने कुछ असामयिक अल्पकालिक डिपाजिट्स भुना लिये तथा पूर्णत: उपाय और साधन सहायता के रूप में एक ओवर-ड्राफ्ट भी प्राप्त किया।

Stagnation in promotional avenues in Central Universities

1941. SHRI KUSUMA KRISHNA MURTHY: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that teachers in Central Universities have been stagnating for years without any promotional avenues; and

(b) if so, whether any steps have been contemplated to provide promotional avenue for them?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). Appointments to teaching posts at all levels in the Central Universities

are made on the basis of direct recruitment and selection. There is no provision for appointment to higher positions on the basis of promotion as in the case of other organised services. The question of stagnation due to lack of promotional avenues does not therefore arise.

The University Grants Commission has, however, recently formulated schemes for merit promotion of teachers in Universities and Colleges. The objective of these scheme is to recognise outstanding work done by teachers and to provide reasonable opportunities for their professional advancement. The schemes visualise placement of upto 1/3rd of the teachers in universities and colleges who have been in service for eight years or more in the next higher grades, after an assessment of their merit. The schemes have been circulated to all universities for implementation.

D.T.C. Service after Asiad '82

1942. SHRI RAM PRASAD AHIRWAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there are complaints, that Delhi Transport Corporation services are now no more as good as they were during the Asiad '82; and

(b) if so, what are the complaints, and Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) A few communications in this regard have been received from the public.

(b) These complaints basically relate to crew behaviour, bus routing/scheduling stoppage of buses at bus stops etc. Instructions have been issued in this regard to the concerned staff of the DTC. Surprise checks are also carried out to ensure adherance to the instructions. In addition, a Central Complaint Cell at the Headquarters level and sub-cells at depot/divisional levels have been constructed by DTC to expeditiously decide the problems and complaints of commuters.

Shortage of popular Drugs

1943. DR. A. U. AZAMI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that inadequate drug control shortage of certain brands of popular drugs (particularly life saving ones) and spurious manufacturers are the main factors for a high percentage of sub-standard drugs;

(b) whether 52 per cent of the drugs in the country are sub-standard and two per cent spurious;

(c) if so, what are the reasons that Government have not been able to check the above and make available drugs of popular brands;

(d) whether drugs could be obtained without any valid prescription from a qualified doctor; and

(e) if not what steps have been taken to check this infringement of law?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI): (a) and (b). During 1981-82 out of 4099 samples of drugs tested, only 801 samples were found sub-standard (about 19 per cent). Whenever cases of manufacture of spurious drugs come to notice, action under the Drugs and Cosmetics Act and rules made thereunder is taken against such manufacturer or dealer.

(c) The Ministry of Chemicals and Fertilizers monitors the market availability of essential drug formulations. During recent months shortages of some specific brand-products were reported at some places at different points of time. In most of the cases equivalent formulations were available and shortage were temporary. As soon as the shortage of a particular medicine is reported from any place,

the manufacturers of the products concerned and of equivalent products are advised by the Ministry of Chemicals and Fertilizers to rush supplies to the concerned areas. In response to Government's advise, the concerned manufacturers are able to rush supplies to relieve such transient shortages, in most cases.

(d) and (e). The drugs falling under Schedule 'H' and 'X' of the Drugs and Cosmestics Rules, sold by the Chemists and Druggists are required to be dispensed only against a valid prescription from a qualified doctor. Other drugs, not covered by these Schedules, can be obtained without prescription.

Talcher-Bimlagarh Railway Link

1944. SHRI CHINTAMANI PANIGRAHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government of Orissa had requested his Ministry for giving priority for the construction of Talcher —Bimlagarh rail link in Orissa;

(b) if so, whether the construction of the line between Talcher and Bimlagarh is under consideration of the Government; and

(c) when it is likely to be taken up ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): (a) to (c). Government of Orissa had tsubmitted a memorandum to the Chairman Railway Convention Committee in October '81 suggesting *inter-alia* the priority to be accorded to the construction of Talcher-Bimlagarh Railway link.

A survey made in 1969-70 for this 136 Kms. link showed that the proposals was not financially viable, hence dropped.

Providing facilities in ordinary schools to compete with convent schools

1945. SHRI K. MALLANNA: Will the Minister of EDUCATION be pleased to state :

(a) whether Government are aware that rich children are educated in Convent and the poor students, who get sub-standard education in ordinary schools could not compete with them;

(b) if so, whether Government would either provide proper facilities in ordinary schools or take-over the public schools; and

(c) if not, the reasons thereof ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c). At the primary and middle school stages west of the children go to hearby schools particularly in rural areas. Even in urban areas, the proportion of different types of institutions is almost insignificant in the total number of institutions.

Any move to take over all educational institutions under Governmental control will increase the financial liability of the State. Also, in the case of minority institutions particularly, there will be legal difficulties.

The attempt has, therefore, been to provide adequate educational facilities in pursuance of the policy of removing educaional disparities and imbalances.

Reformation of the education system is a continuous process. The Government is doing its best, within the constraints of available resources, to improve and streamline the system so as to make it a powerful instrument of socio-economic transformation. Successive Five Year Plans have to this end, particulated the educational development profiles and perspectives. During the 6th Five Year Plan, the thrust is to provide greater equality of educational opportunity, linking education with the needs of development Appropriate changes at all levels of education are being brought about to remove the prevailing disparities in the education system in the country.

Accidents and crimes in trains during 1982

1946. SHRI J. S. PATIL:
SHRI RAM PYARE PANIKA:
SHRI NAVIN RAVANI:
SHRI CHINTAMANI JENA:
SHRI KRISHNA CHANDRA PENDEY:
SHRI MOHAMMAD ASRAR AHMAD:
SHRI KUSUMA KRISHNA MURTHY:
SHRI LAKSHMAN MALLICK:

Will the Minister of RAILWAYS be pleased to state:

(a) details of accidents and crimes in trains in the last year;

(b) causes of those railway accidents;

(c) measures adopted with regard to the safety and security in Railways; and

(d) estimated expenditure per year on the new measures?

THE MINISTERS OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) During 1982 there were 905 train accidents consisting of 60 collisions, 741 derailments, 85 level crossing accidents and 19 fires in trains. During the same period 115 dacoities and 276 robberies took place in trains.

(b) Causes including *prima-facie* causes of these train accidents are given below:—

Cause	No. of accidents
1. Failure of railway staff	559
2. Failure of persons other than railway staff	95
3. Failure of equipment:	
(i) mechanical	88
(ii) track	17
4. Sabotage	8
5. Accidental	47
6. Cause could not be established	19
7. Cause not yet finalised	71

(c) Some of the Safety and Security measures taken are stated below:—

SAFETY MEASURES

1. inculating greattr safety conciousness amongst railwaymen.

2. Intensifying field inspections.

3. Increased use of technological aids like track-circuiting, axle-counters, improved type of signalling and interlocking etc. to supplement human vigilance.

4. Introducing Breathlyser tests for engine crew to obviate their coming on duty under the influence of alcohol.

5. Provision of flasher lights in diesel/electric locos to warn drivers on adjoining track in case of emergency.

6. Stepping up pace of renewal of overaged assets.

7. Pulling up of arrears in the maintenance of track, rolling stock and equipment.

8. Progressive manning of level crossings and improvement in safety equipment provided.

SECURITY MEASURES

1. Almost all passengers carrying trains are being provided with armed escorts during the night.

2. Beat patrolling of stations, platforms and waiting halls has been intensified.

3. Surveillance over criminals and known bad characters is being emphasized.

4. Checking of night trains by supervisory police officers has been ordered.

5. Police pickets have been deputed at vulnerable stations.

6. CID of the State Governments are providing special escorts to assist in the investigation of important cases.

7. Augmentation of the Government Railway Police Force by 7000 men has been approved.

(d) All railway developmental works like track renewal, manning of unmanned level crossings, improvement in signalling and telecommunication aids, provision of speedometers on locos, improvement in maintenance facilities for rolling stock etc. have an important bearing on safety of train operation. As such it is difficult to isolate precisely the cost of safety measures. However, the funds available in the recent past has been inadequate for implementing safety measures to full extent. Allocation for the year 1982-83 has been Rs. 150.5 crores for track renewals, Rs. 30 crores for signalling and safety and Rs. 4.7 crores for manning of unmanned level crossings.

The expenditure by the Railways on augmentation of Government Railway Police force by 7000 men will be of the order of Rs. 15 crores per annum.

Merger of Shipping Corporation of India and Mogul Line Ltd.

1947. SHRI JAGDISH TYTLER: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government favoured the merger of the Shipping Corporation of India and the Mogul Lines into a single company, later dividing them into three profit centres;

(b) whether this move has been opposed on the plea that since both are not faring well and they would together become not only unwidely but also less profitably oriented than at present; and

(c) if so, Government's reaction in this regard in details?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) The Government have yet to take a final decision in the matter.

(b) and (c). Does not arise.

Land owned and controlled by Visakhapatnam Port Trust

1948. SHRI K. A. SWAMI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the total extent of land under the ownership and control of the Visakhapatnam Port Trust;

(b) the extent of such land being utilised by the Visakhapatnam Port Trust;

(c) the extent of land leased by Visakhapatnam Port Trust to various people, commercial units, farmers etc.;

(d) details and names of lessees thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) About 7,109 acres of land is under the control and ownership of the Visakhapatnam Port Trust.

(b) About 455 acres of land is under the direct occupation of the port for port installations and facilities.

(c) The extent of land leased by the Port Trust to various categories is as follows :

Area on lease to Public Sector Undertakings and other Government Organisations	1168.35	acres
Area upto 30 Years lease to private parties	757.15	acres
Area on leace to private parties for more than 30 years .	540.50	acres
Area on monthly licence to private parties	2.17	acres

(d) The Public Sector Undertakings and other Government Organisations to whom the land was allotted include the Navy, Food Department, Customs Department, Andhra Pradesh Government, Municipality, M/s. Hindustan Shipyard Limited, Employees State Insurance Corporation, Food Corporation of India, Minerals and Metals Trading Corporation of India Ltd., Mercantile Marine Department, Steel Authority of India Limited, Indian Oil Corporation, Central Warehousing Corporation and Posts and Telegraphs Department. The Private organisations include M/s. A. V. Bhanojirao and G. P. Ramayya & Co., M/s. A. K Corporation, M/s. Andhra Steel Corporation, M/s. Cormandal Fertilizers Limited, M/s. Crystal Ice & Cold Storage Company, M/s. KCP Limited. In addition, there are about 260 licencees to whom the land was licenced for periods varying from 3 months to 12 months, for the purposes of putting up petty stalls, casurina and usufruct.

Financial loss on 'Palace on Wheels'

1949. SHRI SUSHIL BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the much publicised "Palace on Wheels' meant for attracting foreign tourists has proved a huge financial loss;

(b) if so, what are the reasons; and

(c) how far could those be prevented with such fringe improvement in quality of food and better service?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) No.

(b) and (c) Do not arise.

हिन्दी अनुवादकों तथा हिन्दी अधिकारियों के रिक्त पद

1950. श्री अनवार अहमद : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नौवहन और परिवहन मंत्रालय के मुख्यालय, मुख्य पत्तनों तथा क्षेत्रीय कार्यालयों में हिन्दी अनुवादकों और हिन्दी अधिकारियों के पद पिछले कई वर्षों से रिक्त पड़े हैं ;

(ख) यदि हां, तो इन पदों को न भरने के क्या कारण हैं ;

(ग) क्या यह भी सच है कि दिनांक 25 सितम्बर, 1982 के रोजगार समाचार में उनके मंत्रालय का एक विज्ञापन प्रकाशित हुआ था जिसमें हिन्दी अनुवादकों तथा हिन्दी अधिकारियों के पदों के लिए आवेदन मांगे गये थे; और

(घ) यदि हां, तो उम्मीदवारों को साक्षात्कार परीक्षा के लिए न बुलाने के क्या कारण हैं ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जियाउर्रहमान अंसारी) : (क) नीचे लिखे पदों को छोड़कर जो क्रमश: अक्तूबर, 1982 और दिसम्बर, 1982 में बनाये गये हैं, कोई भी पद मंत्रालय, बड़े पत्तनों, क्षेत्रीय कार्यालयों और मुख्यालय में पिछले कई वर्षों से खाली नहीं पड़ा है ।

(1) अन्तर्देशीय जलपरिवहन निदेशालय का क्षेत्रीय कार्यालय, पटना—हिन्दी अनुवाद (ग्रेड II) का एक पद ।

(2) टूटीकोरिन पोर्ट ट्रस्ट, टूटीकोरिन—हिन्दी अधिकारी का एक पद ।

(ख) सम्बन्धित प्रशासनिक प्राधिकरण द्वारा कार्रवाई की जा रही है ।

(ग) जी, हां ।

(घ) यह विज्ञापन राजभाषा कार्यान्वयन के काम में तेजी लाने के लिए मंत्रालय के सशक्त प्रयासों में एक कदम आगे बढ़ कर की गई कार्रवाई है जो कार्यालयों की जब कभी पद खाली रहें, सहायता देने के लिए की गई । विज्ञापन के उत्तर में जो आवेदन प्राप्त हुए हैं उनकी छांट लिया गया और अर्हता प्राप्त उम्मीदवारों की सूची विभिन्न कार्यालयों द्वारा विचार किये जाने के लिए तैयार कर ली गई है जिसमें गड़-बड़े पत्तन व क्षेत्रीय कार्यालय भी शामिल हैं । यह सूची इन कार्यालयों को आगे कार्रवाई करने के लिए भेजी जा रही है ।

Unsatisfactory working of Visweswaraiah Engineering College for want of Funds

1951. SHRI T. R. SHAMANNA: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it has come to the notice of the University Grants Commission that the Visweswaraiah Engineering College is not working satisfactorily for want of funds; and

(b) if so, whether Government propose to issue necessary instructions to the University Grants Commission to provide sufficient funds to help the students of electronics to get proper education in the subject?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b) The Visweswaraiah Engineering College is a constituent unit of the Bangalore University and the maintenance expenditure of the college is provided by the Government of Karnataka. The University Grants Commission has not received any information that the college is not working satisfactorily for want of funds.

The Commission has allocated a grant of Rs. 75.00 lakhs for the development programmes of the college during the Sixth Plan. Against this allocation, proposals for purchase of equipment, books and journals, increased provision for scholarships and spillover from the previous Plan, etc. involving a total expenditure of Rs. 32.87 lakhs have already been approved. The University has been advised to submit detailed proposals for the utilisation of the remaining provision of the Sixth Plan allocation

बरेली और कसिगंज के बीच गाड़ियों का देर से चलना

1952. श्री जयपाल सिंह कश्यप : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उन यात्री गाड़ियों के नाम तथा प्रतिशतता क्या हैं जो जून, 1982 से जनवरी, 1983 तक की अवधि के दौरान बरेली और कासगंज के बीच देर से चली; और

(ख) गाड़ियां देर से चलने के लिए, 1982 और 1983 के दौरान, अलग-अलग कितने रेल कर्मचारियों के विरुद्ध कार्यवाही की गई ?

रेल मंत्री (श्री ए०बी०ए० गनी खान चौधरी) : (क) बरेली-कासगंज खण्ड पर जून, 1982 से जनवरी से 1983 के दौरान चलाई गई 1960 गाड़ियों में से, 995 गाड़ियां अर्थात् 50.80 प्रतिशत विलम्ब से चलीं ।

(ख) गाड़ियों के बिलम्ब से चलने के कारण 1982 के दौरान 172 तथा जनवरी 1983 के दौरान 10 रेल कर्मचारियों के विरुद्ध कार्रवाई की गई थी ।

1981–82 की रेल दुर्घटनाओं से पीड़ित व्यक्तियों को दिया गया मुआवजा

1953. **श्रीमती कृष्णा साही** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) 1981–82 के दौरान रेल दुर्घटनाओं के लिए कितने व्यक्तियों को मुआवजा दिया गया; और

(ख) मुआवजे के रूप में कितनी धनराशि दी गई ?

रेल मंत्री (श्री ए०बी०ए० गनी खान चौधरी) : (क) और (ख) रेल दुर्घटना के शिकार जिन व्यक्तियों को 1981–82 के दौरान चाहे दुर्घटना का वर्ष कोई भी हो मुआवजा दिया गया उनका ब्यौरा इस प्रकार है :—

व्यक्तियों की संख्या	दिये गये मुआवजे की रकम
281	43.90 लाख रुपये

Working of Private Blood Banks in the Capital

1954. **SHRI JAGPAL SINGH**: Will Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any Government machinery to periodically check the working of the private blood banks in the Capital to ensure that human blood supplied by these private blood banks meets the minimum requirements of standard and quality and these blood banks are equipped with necessary equipment and the staff;

(b) if so, details thereof stating on how many occasions the private blood banks in the Capital were inspected during last one year for the purpose and in how many cases the blood banks were found wanting; and

(c) if not, whether Government would consider the desirability of having such a machinery and if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI): (a) and (b) Yes. The Drug Control Organisation of Delhi Administration is carrying out regular inspections of these Blood Banks to ensure that they comply with the minimum requirements laid down under Schedule F of part XII B of the Drugs and Cosmetics Rules, 1945. During the year 1982 these blood banks were inspected on eight occasions. On three occasions, minor defects were noticed in the functioning of 2 of these blood banks.

(c) Does not arise.

Renovations of Sri Madhukeshwara Temple of Banavasi in Karnataka by Archaeology Department

1955. **SHRI G. DEVARAYA NAIK**: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether renovation work of Sri Madhukeshwara Temple of Banavasi in Uttara Kanara District of Karnataka has been taken up by the Archaeology Department.

(b) if so, details of the expenditure therefor;

(c) reasons for stopping the renovation work; and

(d) whether there is any possibility to complete the work immediately?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b) Sri Madhukeshwara Temple of Banavasi in Uttara Kanara District of Karnataka is being maintained by the Archaeological Survey for its preservation. The expenditure incurred during the last three years, for the preservation and maintenance of the temple is as given below:

Year	*Amount*
1979-80	Rs. 6,978
1980-81	Rs. 2,995
1981-82	Rs. 6,531

(c) and (d). The preservation work is in progress. Since preservation of monuments is a continuous process, it is not feasible to fix any definite time limit for completion of the work.

Protocol Signed with USSR on Haematology

1956. SHRI ARVIND NETAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have signed a protocol with USSR on Heaematology;

(b) if so, the names and status of the leader and other Members of Soviet Delegation who visited India, names of Indian counter parts whom they met and outcome thereof; and

(c) the names and members of Indian doctors, scientists etc. to be sent to USSR for research and know-how, duration of their training etc. and similar information of Soviets in India?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b). A protocol on Haematology was signed during the recent visit of a Soviet delegation of Haematologists to India in December, 1982. The names/status at members of the Soviet delegation as well as their Indian Counter-parts are given in the statement attached.

(c) These will be finalised in due course, keeping in view our requirements and possibilities of mutual beneficial collaboration between the two countries.

Statement

MEMBERS OF SOCIET DELEGATION

1. Academician O. K. Cavrilov Chairman of Scientific Medical Council of Ministry of Health of the U.S.S.R.

2. Prof. J. V. Sukasyan, M.D., Head of the Radio-Isotops of the Department of the Central Research Institute of Haematology and Blood Transfusion.

3. Prof. J. G. Miterev, M.D. Head of the Haematherapy Clinic of the Central Institute of Haemotology,

4. Associate Prof. V.A. Belrusova M.D. Head of International Scientific, Department of the Central Institute of Hamatology and Blood Transfusion.

5. DR. V.E. Panfilov, M.D., Second Sercretary, Embassy of the Union of Soviet Socialist Republics Science and Technology.

MERMBER OF INDIAN DELEGATION

1. Dr. V. Ramalingaswami, Director General, Indian Council of Medical Research, New Delhi.

2. Dr. S.V. Apte, Sr. Deputy Director General, Indian Council of Medical Research, New Delhi.

3. Dr. B. K. Verma, Director, Civil Defence (Medical) Directorate General of Health Services, New Delhi.

4. Dr. H. M. Bhatia, Director Blood Group Reference Centre, Seth G. S. Medical College, Parel, Bombay.

5. Dr. J. G. Jolly, Director Blood Transfusion Department, Post graduate Institute of Medical Education and Research, Chandigarh.

Furnace oil stolen from Kandla Port

1957. DR. MAHIPATRAY M. MEHTA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether 10,000 litres of Furnace Oil was found stolen from Kandla Port in August, 1981;

(b) if so, what steps were taken by the port Authorities to recover the stolen property;

(c) wheher Port Authorities lodged the FIR with the Police, more than 40 days after the theft; and

(d) what action has been taken against persons found responsible ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) 10,000 litres of furunce oil was found short delivered at Kandla Port on 18-8-1981.

(b) The following steps were taken by the Kandla Port Trust:—

(i) The transport contractor was held responsible for the short delivery and accordingly his deposit and dues which were sufficient to cover the full value of the furnace oil short-delivered were withhold.

(ii) Enquiries were made and the employment against whom prima facie case was made were proceeded against departmentally. One employee was placed under suspension.

(c) The port authorities lodged a formal complaint with the Police on 4-10-1981. However, the matter had already been under the investigation of Police on the basis of information received from other quarters.

(d) On the basis of police report one more employee was placed under suspension. The Police have filed a charge sheet in the court on 14-12-1982 against six persons including two port employees who have been placed under suspension. The case is pending before the judicial court.

Problems of Capital's Ring Railway

1958. SHRI B. D. SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that since the inauguration of the Delhi Electric Ring Railway it has been facing problems and many of its coaches are now being diverted to Calcutta and other places and that the public address system installed at the E.M.U. stations is in disuse as also the train indicators and the ring rail system is facing an uncertain future;

(b) if so, what are the basic problems being faced by the electric ring rail system in the Capital; and

(c) what steps have been taken by the Government to remove the difficulties in its running and to ensure the project financially viable?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) and (b). The Ring Railway services in Delhi has not gained popularity mainly on account of disinclination of the commuters to partonise bi-modal form of transport. The public address system installed at EMU stations and train indicators are not in disuse. Some extra coaches were provided during Asiad and these have been diverted to Eastern Railway.

(c) Efforts have been made to popularise the Ring Railway by issue of combined monthly season tickets with Delhi Transport Corporation and giving wide Publicity regarding the service.

News item 'A bitter experience of Rajdhani Express passengers'

1959. SHRI HARIKESH BAHADUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government attention has been drawn to the news item a bitter experience of Rajdhani passengers' appearing in Times of India dated 2 January, 1983.

(b) whether the Howrah bound Rajdhani Express was more than an hour late on 1 January, 1983 and the passengers were not informed about it in advance;

(c) whether Government will fix responsibility and take suitable action against persons responsible for this lapse;

(d) if so, the full details of action proposed; and

(e) whether Government propose to ensure that timings for trains will not be changed once reservation have been made earlier?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes.

(b) to (d). 102 Dn. New Delhi-Howrah Rajdhani Ex. had a late start ex. New Delhi on account of late arrival of its pairing train vid. Howrah-New Delhi on account of late arrival of its pairing train viz. Howrah-New Delhi Rajdhani Express in the morning on account of rail fracture and foggy weather, for which no person is held responsible. The late departure of the train was unavoidable. Frequent announcements were made on the public address system regarding the late departure.

(e) There has been no change in the scheduled departure timing of this train. However, adequate publicity will be given for any changes in the schedules.

Extension of Shuttle Service Running between Canning and Sonarpur to Sealdah

1960. SHRI SANAT KUMAR MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether he is aware of the considerable inconvenience and difficulties experienced by the people traveling from Sunderbans area (Canning Town) to Sealdah (South) by rail as the three shuttles running between Canning and Sonarpur terminate at Sonarpur itself and the locals to Sealdah are heavily over-crowded;

(b) whether he will consider the desirability of extending these three shuttle services beyond Sonarpur to Sealdah in the next time-table; and

(c) if not, what are the difficulties which lie in the way of the Eastern Railway and how it is proposed to overcome them?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) The local trains for Sealdah connecting the shuttle services plying on Canning-Sonarpur section are not heavily over-crowded.

(b) and (c). Since the connecting services with sufficient accommodation are available, there is at present no traffic justification for extending the four pairs of Canning-Sonarpur shuttles upto Sealdah.

Pantry Car/Dinning Car Services to Mail/Express Trains in North Eastern Railway

1961. SHRI ASHFAQ HUSSAIN: Will the Minister of RAILWAYS be pleased to state:

(a) the passenger and Express trains of the North Eastern Railway which were served by Pantry Car and Dining Car services on both the metre

gauge and broad gauge as on 31st March, 1980;

(b) whether Government are aware that passengers generally travelling by Express and Mail trains felt great difficulty in getting their meals and refreshments in the running trains;

(c) whether Government propose to introduce Pantry Car or Dining Car Services in important Mail or Express trains in the North Eastern Railway;

(d) if so, details of the proposal; and

(e) if not, reasons therefor?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Dining Cars/Pantry Cars running on 9Up/10 Dn. M. G. Express between Kanpur and Gorakhpur and 153 Up/154 Dn. B. G. Express between Muzaffarpur and New Delhi as on 31-3-1980

(b) No. While Pantry Cars are still running on 153 Up/154 Dn. B. G. Express between Muzaffarpur and New Delhi, meals and refreshments on other trains are supplied from State. Units provided at stations en-route.

(c) to (e). Pantry/Dining/Buffet Car services are provided only in certain selected long distance trains. Normally, catering services in the trains are rendered through static Catering units provided at stations en-routs. Pantry Cars are provided in case the existing arrangements of catering through static units are either not feasible or are inadequate to meet the demand, subject to room on the train and availability of Pantry Cars. The question of providing Pantry/Dining Cars on trains on North Eastern Railway can only be considered when the Pantry Cars become available subject to the considerations given above.

Ceiling on Creches

1962. SHRI P. RAJAGOPAL NAIDU: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether ceiling on the number of creches to be started has been relaxed; and

(b) if so, to which extent the ceiling has been raised?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). There is no ceiling imposed on opening of creches for the children of working women. The number of creches depends upon the available funds. During the current year, 5000 creches are being assisted.

Additional Allocation of Funds to Research Institutions of Science and Technology

1963. SHRI SAIFUDDIN CHAUDHURY: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether an additional allocation of Rs. 50 crores or any other amount has been made according to the suggestions of the Scientific Advisory Committee during the Sixth Plan for more Science and Technology efforts in the sector of higher education; and

(b) if so, the Universities research institutions selected for the purpose of receiving this additional grant and for the areas of research—the details thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) A provision of Rs. 500 lakhs has been made in the Annual Plan for 1983-84 for

this purpose in the Central Sector of higher education.

(b) Details of the scheme including identificaion of institutions, areas of research, etc., are yet to be worked out.

Ad-hoc Employees in Shipping Corporation of India

1964. SHRI SOMNATH CHATTERJEE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there are ad-hoc employees in the Shipping Corporation of India;

(b) if so, the number of such employees the basis of their appointment the duties performed by them and the salary received by them;

(c) whether regular employees discharging similar functions are receiving much higher salary than the ad-hoc employees;

(d) whether any representation has been received from the Shipping Corporation Employees' Union, Calcutta for regularising the ad-hoc employees and for providing them with regular scales of pay; and

(e) if so, the Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) Yes.

(b) The total number of ad-hoc shore employees on 15-2-1983 was 139.

In order to cope with essential work the Shipping Corporation of India Management had to make some recruitment in Class III & IV categories of staff from outside on ad-hoc basis. These ad-hoc employees are performing duties attached to the posts to which they have been appointed.

Salaries received by them per month are as follows:—

	Graduate Assistants/ Jr. Tech. Assistants/Telex Operators.	Clerical Staff including typists (Non-Graduates)	Non-Clerical Staff (Hamals, Peons, Medical Attendants etc.)
	Rs.	Rs.	Rs.
Consolidated Salary	600.00	500.00	300.00
Interim Relief (given as per consent Award of Industrial Tribunal, Bombay in October, 1980)	175.00	155.00	275.00
	755.00	655.00	575.00

(c) Yes.

(d) Shipping Corporation Employees' Union Calcutta, has filed an application with the Labour Commissioner, West Bengal Government, for regularising the ad-hoc employees and providing them with regular scales of pay.

(e) As the matter is pending before the Industrial Tribnal, Bombay and is sub judice it is not possible to give any reactions.

Child Mortality Rate in India as Compare to U.K. and France

1965. SHRI AMAL DATTA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the child mortality rate in India is 40 per thousand as compared to one per thousand in U.K. and France; and

(b) if so, is it due to mal-nutrition or due to lack of resistance arising out of mal-nutrition?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) According to information available the age specific child mortality rate in India during 1978 is 48.3 in the age—group of 0—4; 4.2 in the age—group of 5—9 and 2.0 in the age-group of 10—14 per thousand live births. The same in Great Britain was 12.8 per thousand live births during 1979 and in France 10.1 per thousand live births during 1979.

(b) Child mortality is caused by mal-nutrition, as well as by unsatisfactory living conditions; gastro-intestinal diseases; respiratory infections, other communicable diseases and poor immunity status.

Number of vessels sunk in Western Coast due to Cyclone in Arabian Sea

1966. SHRI DAULAT SINHJI JADEJA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the number and details of Vessels sunk in the Western Coast due to the severe cyclone storm in the Arabian Sea recently;

(b) the number of persons died on the Vessels; and

(c) the total loss suffered?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) to (c). The information is given in the attached statement.

Statement

Name and Details of Vessel	No. of Lives lost	Estimated Valur (Rs.)	Total Loss Suffered
1	2	3	4	5
1. M.S.V. MANEKPARSAD O.NO. BLS-496 OF BULSAR	Nil	2,00,000	Vessel stranded off Malet Bunder on 8-11-82
2. S.V. UMAPRASAD O.NO. HNR-124 OF HONAWAR	3	50,000	Vessel sunk off hay Bunder on 8-11-82.
3. S.V. GANESHPRASAD O.NO. CDR- 140 OF COONDAPUR	1	1,50,000	Vessel foundered off Colaba Point on 8-11-82.
4. M.L. JOSEPHINE MARIE O.NO. B-6995 OF BOMBAY	Nil	2,00,000	Capsized at Ferry Wharf on 8-12-82.
5. S.V. NAUSHAD O.NO. KZK-163 OF KOZHIKODE	Nil	1,02,000	Sunk near Dhawankhol on 7-11-82.

1	2	3	4	5
6.	MFV. PARMESHWARI O NO. VR-3337 OF VERAVAL.	Nil	3,25,000	Stranded at Samiani Island Okha Port on 7-11-82.
7.	S.V. NARYAN PARASAD O.NO. CDR-18 OF GOONDAPUR	3	Not Known	Stranded near Dativara (Arnalla) on 9-11-82.
8.	S.V. VALIPRASAD O.NO. BHN-7 BHAVNAGAR	—	—	Sunk in Mormugao Harbour on 7-11-82.
9.	M.V. NITIN MRH-477 OF MORMUGAO	—	—	Collided with AS-V. and sank on 7-11-82.
10.	M.S.V. VIKRANT VRL-182 OF VERVAL	—	—	Reported total loss at Victor Port creek on 8-11-82.
11.	S.V. VIJLIPRASAD BLS-227 OF BULSAR	—	—	Grounded in Greek of Victor Port on 8-11-82
12.	S.V. (F) VIJLIPRASAD O.NO. MHV-104 OF MAHUVA	Nil	—	Grounded in the creek of Victor Port on 8-11-82.
13.	S.V. (F) RAMPRASAD O.NO. BLS-1098 OF BULSAR			Drowned in Mahuva Port on 8-11-82.
14.	S.V. NARANPRASAD O.NO. BLS-649 OF BULSAR.	..		Grounded in Greek of Victor Port on 8-11-82.
15	M.F.V. VIJALAXMI O.NO. THN-354 OF THANA	—	—	Grounded at Akra Shore Manori Port on 8-11-82.
16.	F.V. SAIDI KING FISHER O.NO. 24844 OF RATANGIRI . . .	—	—	Partial Loss near Harina Burundi on 9-11-82.
17.	M.S.V. ALIMADAT O.NO. MNV-113 OF MANDVI	4	—	Sunk into sea on 8-11-82 Approx. 90-100 Nautical Miles away from Dwarka Port.
18	M.V. NANDA MAINA	—	—	Grounded off Rajpara Light on 8-11-82.
19.	BARGES NO. B-6567 AND 6860 . .	—	—	Sunk in the Port of Bombay on 8-11-82.
				Exact quantum of loss in rupees is not known

"चण्डी-स्थान" के सर्वेक्षण का प्रस्ताव

1967. श्री कमला मिश्र मधुकर : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार के पूर्वी चंपारन जिले के अरेराज खण्ड में 'चण्डी स्थान' नामक प्राचीन स्थान बहुत उपेक्षित स्थिति में है ;

(ख) क्या सरकार इसके काल निर्धारण के लिए पुरातत्व विभाग के माध्यम से एक सर्वेक्षण कराने पर विचार कर रही है; और

(ग) यदि हां, तो यह सर्वेक्षण कब तक कराया जायेगा ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० थुंगन) : (क) बिहार के पूर्वी चम्पारन जिले के अरेराज खंड में "चण्डी स्थान" नामक प्राचीन स्थल केन्द्रीय परिरक्षित स्थल नहीं है ।

(ख) और (ग) उस क्षेत्र में धरातल का अन्वेषण किया गया है और एक प्राचीन टीले के अस्तित्व का पता चला है । इस टीले से कुशाण काल से लेकर मध्य युग तक के पुरावशेष प्राप्त हुए हैं ।

Malnutrition in the country side Particularly in Eastern Region

1968. SHRI R. P. DAS: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state how far the Government have been able to counteract the raging malnutrition in the countryside, particularly in the Eastern region of the country?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): In order to counteract the problem of malnutrition the Government of India has been implementing the following nutrition intervention programme in the country—including the Eastern region:

1. Vitamin A Prophylaxis Programme against Blindless. The programme involves distribution of a massive dose of Vitamin A solution to the children (1—5 years) every six months.

2. Prophylaxis Programme against nutritional anaemia. Under this programme, iron and folic acid tablets are distributed to pre-school children and pregnant and nursing mothers.

3. Integrated child Development Services. This is being implemented in various blocks.

The ICDS Scheme delivers the following package of services:

1. Supplementary Nutrition to children below 6 years and to pregnant and nursing mothers.
2. Health check up.
3. Immunization.
4. Referal services.
5. Nutrition and health education.
6. Non-formal education.

West Coast Railway Plan

1969. SHRI XAVIER ARAKAL: Will the Minister of RAILWAYS be pleased to state:

(a) the progress of the work and execution of the plan of the West Coast Railway;

(b) total railway line added since independence and the cost thereof; and

(c) what will be the cost if the work on West Coast Railway is completed and how many years are likely to be taken to complete the work?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) and (c). The present day cost of construction of 911 Kms. of West-Coast line (Apta-Mangalore) will be nearly Rs. 500 crores. However, as a first stage, the line Apta-Roha (62 Kms) was taken up for construction, of which the section Apta-Pen (20.35 Kms.) has since been opened to traffic. The work on the remaining section between Pen and Roha (41.65 Kms.) is in progress, and its date of completion would depend on the availability of funds. There is at present no proposal for extending this line belond Roha.

(b) Since independence 8,571.238 Kms of New Lines have been added on the Indian Railways till 31-3-1982 at a cost of Rs. 683.11 crores.

Equipment Lying idle in AIIMS

1970. SHRI RAVINDRA VARMA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) what is the total value of equipment lying idle in the All India Institute of Medical Sciences, New Delhi;

(b) the reasons for the delay in utilising it;

(c) what part of this equipment is imported and what part is indigenous; and

(d) whether there is any deteriorations in quality for non-utilisation?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) to (c). Diagnostic and radio-therapy equipment meant for the newly established Rotary Cancer Hospital of the Institute would become operational shortly as the civil and electrical work connected with Air-conditioning of the premises which is essential for the use of such equipment, has been completed and adequate power supply is being made available. The value of this equipment is around Rs. 30 lakhs.

(d) There is no deterioration in the quality of equipment due to non-utilisation.

Progress of Child Development Plan in Orissa

1971. SHRI K. PRADHANI: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether Government have made any assessment regarding the progress of Child Development Plan; and

(b) if so, the details regarding the units as well covering the children under the scheme in the State of Orissa?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b) The Programme Evaluation Organisation of the Planning Commission has made detailed Evaluation studies of the Integrated Child Development Services (ICDS) scheme. Their final report is still awaited. Medical colleges all over the country, under the guidance of AIIMS, have been conducting base-line and repeat surveys in the ICDS projects. These studies have revealed significant improvement in the delivery of health and nutritional services to children and mothers in ICDS projects areas, thus leading

to improvement in their health and nutritional status.

So far as Orissa State is concerned, 27 ICDS projects have already been started and additional 16 projects are proposed to be launched there in 1983-84 and 1984-85. According to the progress reports for the period ending 31 December 1982 received from the operational Projects, the coverage of children till then had been as under:—

Supplementary Nutrition	92,605 Children.
Preschool Education	34,226 Children.

Mouth Cancer due to Tobacco Chewing in Orissa

1972. SHRI K. PRADHANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn to news appeared in "Patriot" dated 12 January, 1983 that a recent study has been conducted which has shown that tobacco chewing is responsible for the high incidence of mouth concer in the State of Orissa;

(b) whether such cases have also come to the notice of Government from other States; and

(c) if so, the names of such States?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI): (a) Government are aware of the news item that appeared in the 'Patriot' dated 12th January, 1983. The study under reference was conducted under the auspices of the Indian Council of Medical Research by Dr. M. Khadanga.

(b) Mouth Cancer is the most common cancer seen in India among males, and accounts for a large proportion of female cancers also. Studies conducted in different parts of the country indicate the preponderance of mouth and tongue cancer with relationship to tobacco and chewing habits.

(c) The States where studies have been conducted under the auspices of Indian Council of Medical Research or otherwise are Andhra Pradesh. Assam, Gujarat, Kerala, Maharashtra and Uttar Pradesh.

Steps to form a separate central council of Research for Siddha.

1973. SHRI D. S. A. SIVAPRAKASAM: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) steps taken by Government to popularise Siddha System of Medicine which is recognised system of Indian Medicine.

(b) whether Government are considering a proposal to form a separate Central Council of Research for Siddha and if not, the reasons thereof; and

(c) whether Government of India are aware that Siddha System of Medicine is practised in other countries like Sri Lanka, South Africa, Malaysia and Singapore?

THE MINISTER OF STATE FOR HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) The Central Council of Indian Medicine has been constituted by the Central Government under the Indian Medicine Central Council Act 1970. The Central Council deals with all matters connected with Indian Systems of Medicine including Sidha. The Central Council has prescribed the minimum standards of undergraduate and post-graduate courses of Sidha System of Medicine. The Government have established at New Delhi the Central Council for Research in Ayurveda and Siddha and there is a Central Research Institute for Siddha under this Council at Madras. In addition, one Regional Research Institute and 9 units for research in this system are also functioning. A Siddha Pharmacopoeia Committee has been consti-

tuted for preparation of Siddha formulary/Pharmacopoeia. Tamil version of the formulary (pt. I) has been sent to the press for publication.

A Siddha Dispensary is also functioning at Madras under the Central Government Health Scheme.

(b) The need for a separate Research Council is not at present felt as there is already a combined Central Council for Research in Ayurveda and Siddha.

(c) The Government has no specific information.

Unemployment among Indian Seamen

1974. SHRI D. S. A. SIVAPRAKASAM: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware of large scale unemployment among seamen in India; and

(b) if so, the steps proposed by Government to provide jobs for unemployed seamen?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) Yes.

(b) An Expert Committee, under the Chairmanship of Admiral S. M. Nanda (Retired) was set up in February 1981 to go into the question of unemployment among Indian Seamen. This Committee has submitted Part I of its Report. This contains eighteen recommendations. Most of the recommendations deal with readjustment of the existing Rosters, establishment of an effective seamen force, establishment of unemployment relief scheme, stopping of further training in view of trained seamen being far in excess of the requirements and various prescriptions of proper manning scales, voluntary retirement, retirement age and the like. After consideration the Government have approved some of the recommendations and some have been refered back to the Nanda Committee for spelling out details and guidelines. Others are in various stages of implementation. Specific recommendations, if any, in regard to employment of unemployed seamen, are awaited in Part II of the Report.

Introduction of an Express Train between Howrah and Purulia

1975. SHRI HANNAN MOLLAH: Will the Minister of RAILWAYS be pleased to state:

whether Government are going to introduce an Express train between Howrah and Purulia?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): No, not at present for want of resources.

Inter-Island Ship M. V. Sentinel

1976. SHRI ERA ANBARASU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Andaman and Nicobar Islands Administration has been supplied with one inter island ship named M. V. Sentinel;

(b) whether it is also a fact that the ship is full of defects and unsuitable for undertaking inter-island trips; and

(c) if so, the date of the supply of the ship, the cost of the ship and the guarantee period of the ship?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) Yes.

(b) and (c) It is not a fact that the ship is full of defects and unsuitable for Inter-Island trips. The ship was built in accordance with laid down specifications prepared by the owner and Mercantile Marine Department and completed all trials satis-

factorily. The ship had some post delivery problems which have been and are being attended to under guarantee period through Mazagon Dock Limited. Ship was delivered to the Andaman & Nicobar Administration by the Mazagon Dock Limited on 14-8-1982 under six months guarantee period from the date of delivery. The cost of the ship is Rs. 7.4 crores approximately.

पूर्व रेलवे में इन्जीनियरिंग कर्मचारियों के वेतन मान

1977. श्री रामावतार शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पूर्व रेलवे में कितने इंजीनियरिंग कर्मचारी काम कर रहे हैं;

(ख) कितने इंजीनियरिंग कर्मचारी सी पी सी वेतन में मंजूरी प्राप्त कर रहे हैं और उनमें से कितने परियोजना दरों पर मंजूरी प्राप्त कर रहे हैं, अलग-अलग ब्यौरा क्या है ;

(ग) शेष कर्मचारियों को उक्त दर पर मजूरी का भुगतान न किए जाने के क्या कारण हैं; और

(घ) उन कर्मचारियों को अन्य क्या सुविधाएं दी गई हैं जो सी पी सी० वेतनमान और परियोजना दर पर मजूरी प्राप्त कर रहे हैं ?

रेल मंत्री (श्री ए०बी०ए० गनी खान चौधरी) : (क) 21,810

(ख) और (घ) केन्द्रीय वेतन आयोग के वेतनमान में 12,972 और परियोजना दर पर 3502 कर्मचारी, 120 दिन की लगातार सेवा पूरी कर लिए जाने पर चालू लाइन के नैमित्तिक श्रमिकों को अस्थाई दर्जा दे दिया जाता है और अस्थाई रेलवे कर्मचारियों को दिये जाने वाले सभी लोगों के लिए वे पात्र हो जाते हैं। बहरहाल, परियोजना मजदूरों को यह दर्जा नहीं दिया जाता है लेकिन 180 दिन की लगातार सेवा पूरी कर लेने के बाद वेतन मानदर के 1/30 के हिसाब से दैनिक मजदूरी और महंगाई भत्ता मिला कर भुगतान किया जाता है ।

(ग) वर्तमान नियमों के अनुसार जिन श्रमिकों ने 120/180 दिन का सेवा पूरी नहीं की है, वे अस्थाई दर्जे या वेतनमान की दर के पात्र नहीं होते हैं

Assistance from World Bank and modernisation and maintenance projects

1978. SHRI R. L. BHATIA: Will the Minister of RAILWAYS be pleased to state:

(a) the amount of assistance by way of loan or otherwise the Indian Railways have received or expect to receive from the World Bank for their modernisation and maintenance projcet;

(b) the broad outlines of these projects;

(c) the progress made so far in building the maintenance facility in Patiala in Punjab by equipping it for manufacturing dissel and electric locomotives, as well as components and assemblies; and

(d) when is the production likely to begin at this Patiala Unit?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHAUDHARI): (a) and (b). Indian Railways have secured, so far, the following assistance from the World Bank for its Modernisation & Maintenance Project :—

(a) Credit of 190 million dollars from the International Development Association secured in November, 1978. The broad outlines of the projects covered by this Credit are:

(i) The acquisition of workshop machinery and tools for implementing the first phase of the Railways' workshop modernization and rationalizataion programme in its main workshops and supporting units, including the acquisition of parts and components for the establishment of a units exchange maintenance system.

(ii) The establishment at Yelahanka, in the State of Karnataka, of a wheel and exle plant, including ancillary facilities and the acquisition of wheels, tyres and axles for two years of the Railways' motive power and rolling stock manufacturing and maintenance programme.

(iii) The provision of product improvement facilities for diesel engines at the Research, Designs and Standards Organization of the Railways.

(iv) The provision of technical advisory services and overseas staff training for manufacturing, quality control, cost control and design personnel.

(b) Assistance of $ 400 million secured in December 1982. Half of this amount is from the International Development Association and the other half is from the International Bank for Reconstruction and Development. The broad outlines of the projects covered by this Credit are:—

(i) The establishment at Patiala, in the State of Punjab, of a facility for remanufacture (rebuilding) of locomotives, reclamation of locomotive components and assemblies, provision of parts and components for the unit exchange system in the Railways Workshops and running repair facilities.

(ii) Acquisition of complete modern alternating current prototype locomotives for testing under Indian Railways operating conditions.

(iii) Construction of about 11,300 high capacity wagons.

(iv) Provision of test equipment, technical advisory services and staff training for the acquisition and installation of plant and machinery and the start-up, mounting and quality control of remanufacturing operations at the Diesel Component Works.

(v) Provision of test and training equipment, staff training and technical support services for

(a) rolling stock wheel and bogie testing; and

(b) the improvement of train operations and fuel consumption of the Railways.

(c) The Diesel Component Works, Patiala, is being set up for manufacture of Diesel Loco components, remanufacture (rebuilding of major components/sub assemblies and loco rebuilding and not for undertaking manufacture of Diesel & Electric Locomotives. Works for providing the infrastructure viz. staff quarters, roads, sidings, water supply etc. have been commenced and are in progress. Acion has also been initiated for procurement of machinery and plant, and equipment required for these works.

(b) The production at this unit is likely to begin in 1985-86.

Formation of National Blood Policy

1979. SHRI R. L. BHATIA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Indian Medical Association has urged the Union Government to formulate a National Blood Policy;

(b) if so, the broad outlines of the I.M.A.'s proposal; and

(c) Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b). The Indian Medical Association at their 58th All India conference held at Chandigarh in December, 1982 has adopted a Resolution urging upon the Central and State health authorities to give recognision to blood transfusion by announcing a National Blood Policy based on a voluntary pattern:

—implementing the decision to set up Regional Blood Transfusion Centres and developing the existing blood banks.

—recognising and aiding the efforts of IMA and other voluntary organisations.

—to end professionalism and commercialisation in blood banking by suitable administrative and legislative measures.

(c) These have been taken note of.

राजभाषा अधिनियम

1981. **श्री राम विलास पासवान** : क्या **शिक्षा और संस्कृति** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजभाषा अधिनियम की धारा 3(3) के उपबन्धों का मंत्रालय में पालन किया गया है और यदि हां, तो गत एक वर्ष के दौरान कितने सामान्य आदेश जारी किए गए और उनमें से कितने आदेश हिन्दी तथा अंग्रेजी दोनों भाषाओं में जारी किए गए ;

(ख) गत एक वर्ष के दौरान कुल कितने पत्र हिन्दी में प्राप्त हुए और उनमें से कितनों का उत्तर हिन्दी में दिया गया ;

(ग) मंत्रालय द्वारा कितने प्रकाशन-पत्रिकाएं प्रकाशित की गई और उनमें से कितनी हिन्दी तथा अंग्रेजी दोनों भाषाओं में प्रकाशित किए गए ;

(घ) मंत्रालय के अन्तर्गत वर्ष 1968 के बाद से कितने कार्यालय/संगठन स्थापित किए गए और उनमें से कितनों को आरम्भ से ही भारतीय नाम दिया गया; और

(ङ) क्या सरकार ने उन अधिकारियों के विरुद्ध कोई कार्यवाही की है जिन्होंने राज-भाषा अधिनियम की धारा 3 (3) का उल्लंघन किया है और यदि नहीं, तो उसके क्या कारण हैं ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० थुंगन) : (क) जी, हां । राज-भाषा अधिनियम की धारा 3(3) के उपबन्धों का मंत्रालय में पालन किया जा रहा है और वर्ष 1982 के दौरान 1082 सामान्य आदेश हिन्दी/अंग्रेजी दोनों में जारी किए गए थे ।

(ख) वर्ष 1982 के दौरान हिन्दी में प्राप्त पत्रों की कुल संख्या 19457 थी और इनमें से 6624 पत्रों का उत्तर हिन्दी में दिया गया था । शेष पत्रों में उत्तर देने की कोई आवश्यकता नहीं थी ।

(ग) तथा (घ). सूचना एकत्र की जा रही है तथा सभा पटल पर रख दी जाएगी ।

(ङ) ऐसा कोई भी मामला अभी तक मंत्रालय के ध्यान में नहीं आया है । अतः किसी भी व्यक्ति के विरुद्ध कार्यवाही किए जाने का प्रश्न ही नहीं उठता ।

Scheme to check cholera

1982. SHRI LAKSHMAN MALLICK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have prepared any scheme to check cholera in different parts of the country;

(b) whether Government are aware about the spread of cholera in Balasore district of Orissa;

(c) whether any Central Scheme has been prepared to depute the doctors to make proper treatment of cholera in that district of Orissa and other parts of the country where cholera has spread; and

(d) the details about the work undertaken by the Medical team if deputed to those places?

THE MINISTER OF STATE IN HE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) A plan of action has been prepared for diarrhoeal diseases control (which includes cholera as well) during 6th Five Year Plan with the objective of reducing mortality due to diarrhoeal diseases by implementing oral rehydration thereby and health education measures.

(b) to (d). According to information available there were 14 cases and 3 deaths relating to Cholera during the period October to December, 1982. The State Government did not require the assistance of any Central Team of Medical Personnel to deal with these cases.

Arrangements to look after the health of delegates for non-aligned summit

1983. SHRI ANANTHA RAMULU MALLU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have made adequate arrangements for looking after the health of the delegates who will attend the Non-Aligned Summit; and

(b) if so, the details thereof and the amount which has been sanctioned for this purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD. BEN M. JOSHI): (a) and (b). Adequate arrangements for providing medical facilities conforming to international standards have been made for the Heads of States and delegates participating in the Non-Aligned Summit, as under:—

(i) Emergency Medical Rooms with proper staff, equipment and materials have been set up at Vigyan Bhavan and each of the hotels of their stay.

(ii) Nursing Home and hospital facilities have been provided at Dr. Ram Manohar Lohia Hospital and the All India Institute of Medical Sciences where all essential medical equipment has been kept.

(iii) Adequate number of doctors and specialists in various disciplines will be in position to provide services of all types of patients during this period.

(iv) Ambulances duly equipped will be kept ready for providing first aid at the airport, hotels of stay and Vigyan Bhavan, which will also carry cases to the hospitals where necessary.

(v) A 20 bed hospital has been commissioned at the Siri Village.

An amount of Rs. 76.34 lakhs has been sanctioned for these arrangements.

दिल्ली परिवहन निगम के नये डिपुओं का निर्माण

1984. श्री टी० एस० नेगी : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली परिवहन निगम के पांच नए डिपुओं—पश्चिमपुरी, बुढ़ला, मसुदपुर, नौएडा और वजीरपुर— का निर्माण कार्य कब आरम्भ होने की संभावना है; और

(ख) यदि, निर्माण कार्य आरम्भ नहीं किया गया है तो उसके क्या कारण हैं ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जियाउर्रहमान अंसारी) : (क) और (ख). नौएडा, वजीरपुर और बुढ़ेला में नई बस डिपो के निर्माण कार्य क्रमश: मार्च, जुलाई और अगस्त 1983 में शुरू होने की आशा है । पश्चिमपुरी और मसूदपुर में डिपो निर्माण के लिए अभी दिल्ली विकास प्राधिकरण ने दिल्ली परिवहन निगम को जमीन नहीं सौंपी है । वजीरपुर डिपो के टेंडर फिर से मंगवाये जा रहे हैं । बुढ़ेला डिपो के लिए अभी हाल ही में 22–3–83 को जमीन प्राप्त किया गया था ।

एशियाड के दौरान खरीद गई बसें तथा मिनी बसें

1985. श्री टी० ए० नेगी : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) एशियाड में खिलाड़ियों को खेल के मैदानों से लाने ले जाने हेतु कितनी बसें और मिनी बसें खरीदी गई तथा उनकी लागत क्या थी ;

(ख) क्या सभी बसें और मिनी बसें एशियाड के बाद भी चलाई जा रही हैं ;

(ग) यदि नहीं, तो कितनी बसें चलाई जा रही हैं; और

(घ) क्या सरकार का बेकार खड़ी बसों को नीलामी करने का विचार है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जियाउर्रहमान अंसारी) : (क) 9वीं एशियाई खेलों के दौरान खिलाड़ियों को खेल के मैदान से लाने ले जाने के लिए बसें नहीं खरीदी गई ।

(ख) से (घ). प्रश्न नहीं होता ।

Railway Reform Committee on Conversion of Delhi-Ahmedabad Metre gauge line.

1986. SHRI NAVIN RAVANI :
SHRI MOHANLAL PATEL :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Railway Reform Committee has recommended that only heavy freight interior metre-gauge routes should be proposed for conversion;

(b) whether it is a fact that on this basis the conversion of the Delhi-Ahmedabad route is fully justified by the Railway Reform Committee; and

(c) if so, the action taken by the Government thereon ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes.

(b) and (c). Yes. However, on account of severe constraints of funds, the project has not yet been cleared by the Planning Commission.

Conversion of metre gauge into Broad gauge in Western Railway

1987. SHRI NAVIN RAVANI : Will the Minister of RAILWAYS be pleased to state :

(a) by when converting work of metre gauge into broad gauge which was started more than 10 years before in Western Region (Gujarat State) is likely to be completed;

(b) the approximate cost increased during these years ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) First phase of the conversion project, from Viramgam to Hapa has already been completed and opened on 17-6-80. The second phase, i.e. from Happa to Okha/Porbander is expected to be completed by 1984, subject to availability of adequate resources.

(b) The anticipated cost of the project will be approximately Rs. 97 crores.

Railway land lying vacant in Rayagada

1988. SHRI GIRIDHAR GOMANGO: Will the Minister of RAILWAYS be pleased to state :

(a) details of Railway lands lying vacant in Rayagada town and outside the town;

(b) whether the Rayagada Municipality approached the South Eastern Railway Authority to release the land on payment of cost of the land;

(c) if so, the price fixed by the Railway Authority and the offer made by the Municipality Rayagada;

(d) the reasons for delay for settling the matter;

(e) is it also a fact that famous Majhighasiani temple is situated on Railway land and the Temple Management Board requested the Railway Authority to release the land surrounded the temple on free of cost for the development of the area of the temple; and

(f) if so, the decision of the Railway Authority on the request made by the Management ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) 237.447 acres of railway land is available at Rayagada.

(b) Yes. Rayagada Municipality approached the Railway Administration for sparing 35 acres of railway land at Rayagada for relinquishment on payment of cost thereof.

(c) Inspite of repeated requests from the Railway Administration from 1976 onwards, the Government of Orissa did not furnish the market value of land till 1980. While this being the position, the Railway Administration made out a proposal for construction of a new rail link connecting Rayagada to Koraput. The Railway are, therefore, in need of the existing surplus land to meet the requirements of the new Rail Link.

(d) Does not arise.

(e) and (f) Yes. The temple authorities Majji Gowri temple approached the Railway Administration in 1981 for sparing 1.88 acres of railway land. The Temple authorities were requested to give their willingness to pay the land cost at present day market value as per extant rules. But they did not reply the same in spite of repeated reminders from the Railway Administration.

National Highways passing through Tribal Districts of States

1989. SHRI GIRIDHAR GOMANGO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the new National Highways approved by his Ministry during Annual Plans of Sixth Plan;

(b) the names of the National Highways and the States from which they will pass;

(c) how many of them passing through the tribal districts of the States and the length of the roads; and

(d) the proposals under consideration for approval before the end of Sixth Plan, the names therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) to (c) A statement giving the requisite information is attached.

(d) In view of overall financial constraints, Government are unable to consider any new additions to the existing National Highway System at present.

Statement

S.No.	National Highway No.	Name and description of the National Highway	States from which they pass	Length of road passing through Tribal Area in Kms. (Approximate)
1	2	3	4	5
1	31G	Lateral road in West Bengal and Assam.	West Bengal and Assam.	—
2	51	Paikan-Tura-Dalu in Assam and Meghalaya	Assam amd Meghalaya	149
3	52	Baihata-Gharali-Tezpur-Bander Dewa-North Lakhimpur-Passighat-Tezu-Sitapani Saikhoghat.	Assam and Arunachal Pradesh	300
4	52 A	Road link to Itanagar, Capital of Arunachal Pradesh (Bander Dewa on NH 52 in Assam and terminating at Itangar).	Assam and Arunachal Pradesh	25
5	53	Badarpur-Silchar-Jirighat-Imphal.	Assam and Manipur	100
6	54	Silchar-Aizawal-Lunglei in Assam and Mizoram.	Assam and Mizoram	220
7	Extension	Extension of existing NH No. 12 from Biaora of NH. 12 in Madhya Pradesh to Jaipur in Rajasthan	Madhya Pradesh & Rajasthan	—

Grants to Cultural Organisations in Orissa Recommended by the Government of Orissa

1990. SHRI GIRIDHAR GOMANGO: Will the Minister of EDUCATION AND CULTURE be pleased to state :

(a) the names of cultural organisations recommended by Government of Orissa to the Ministry for grants during the year 1982-83;

(b) how many of these were considered by the Ministry for release of cultural development grant, so far, the names of organisations and quantum of grants provided;

(c) the criteria adopted for such grants by the Department of Culture to the cultural institutions;

(d) the schemes and programmes prepared by the Ministry for the development of tribal culture through the

voluntary cultural organisations of that state, if any; and

(e) the names of the voluntary cultural organisations to be provided with grant in 1983-84 by the Ministry in that State ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) under the Scheme of Building Grants to Cultural Organisations the Government of Orissa recommended following 20 organisations for grant during 1982-83:

1. Andhra Cultural Association, Madhu Sudan Nagar, Bhubaneswar.

2. Tribal Cultural Organisation, Kuchinda, Distt. Sambalpur.

3. Pranati Kala Mandir, Hera Gohirisahi, Puri.

4. Nandighosh, Bolgarh, Puri.

5. Utkal Gandhi Smarak Nidhi, Bakharbad, Cuttack.

6. Club Yubashree, Balkati, Balianta, Puri.

7. Jayadurga Club, Delang, Distt. Puri.

8. Nehru Seva Sangh, Banpur, Puri.

9. Baldev Jew Club, Balrampur, Dhenkanal.

10. Bidyut Club, Haldiapara, Lokapal, Puri.

11. Friends Charity Club, Ashok Nagar, Bhubaneswar.

12. Nrutya Sangeet Kala Mandir, Balasore.

13. Sri Madan Mohan Kala Parishad, Bellagan, Ganjam.

14. Arunodaya Jubak Sangha, Parbatipur, Balasore.

15. Divine Life Society, Bhubaneswar.

16. Kala Niketan, Koraput.

17. Prativa Club, Athgarh, Cuttack.

18. Kalahandi Lekhak Kala Parishad, Bhawanipatna-766001.

19. Basanti Cultural Association, Chayanpal, Cuttack.

20. Saheed Memorial Hall, Baripada, Mayurbhanj.

(b) The following two organisations have been sanctioned grant: —

Name	Amount sanctioned	Amount paid as first instalment
1. Nandighosh, Bolgarh, Puri	Rs. 1,00,000/- for construction of building	Rs. 25,000/-
2. Nrutya Sangeet Kala Mandir, Balasore	Rs. 15,000/- for purchase of equipments	Rs. 3,750/-

(c) For giving such grants the following criteria is adopted:

(i) The organisation must be of a regional or all-India character; or

(ii) The project for which assistance is sought must be of an experimental character which has an all-India significance; or

(iii) Its work is substantially devoted to programme which deal with preservation propogation and promotion of Indian Culture.

In case of institutions working in the field of dance, drama and music, preference is given to institution engaged in teaching.

The applications received through the State Governments are considered by an Expert Committee constituted for the purpose.

(d) While there is no separate scheme exclusively for the development of Tribal Art & Culture, assistance is provided to Institutions in the field of performing art for a production. The Sangeet Natak Akademi has a scheme of development of Tribal Culture to Sruvey and Document various forms of tribal dance and music.

(e) Under the Scheme of Building Grants to Cultural Organisation, Tribal Cultural Organisation, Kuchinda, Distt. Sambalpur has been recommended a grant of Rs. 1,600 lakh for construction during 1983-84 by the Expert Committee. The applications which could not be considered for assistance during 1982-83, will be considered by the Committee alongwith fresh applications during 1983-84.

Introduction of 10+2+3 System of Education in Orissa

1991. SHRI GIRIDHAR GOMANGO: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the Ministry has asked the Government of Orissa to introduce 1+2+3 system of education to maintain unifomity of education in India;

(b) if so, when it was issued and the main points of the guidelines therefor;

(c) is it a fact that the Government of Orissa has decided in principle to introduce 10+2+3 in fifty institutions from next education year;

(d) whether the Government high schools will be up graded to junior colleges up to 10+2 instead of introducing in existing colleges to start with; and

(e) if so, the names of the institutions and the districts therefor?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (e). Orissa has already switched over to the 1+0+2 system of school education. The +2 stage will be introduced from the academic session 1983-84. The Government of Orissa has informed that, to begin with, it is being introduced in 207 Government and private colleges, two Railway schools and schools of the Fertilizer Corporation of India.

Replacement of outdated cargo-handling equipments at Ports

1992. SHRI MOHANLAL PATEL:
SHRI DAULATSINHJI JADEJA:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the Federation of Indian Chambers of Commerce and Industry, on behalf of the exporters and importers has urged the National Harbour Board to replace the outdated cargo handling equipments at Ports due to which the operational cost at ports are very high;

(b) if so, the steps taken by Government in this regard;

(c) whether Federation of Indian Chambers of Commerce and Industry, has also suggested that private parties should be allowed to set up their own cargo handling facilities and ware-

houses so that the operational cost may be reduced by competition; and

(d) if so, the action taken by the Government on this suggestion?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) The Federation of Indian Chambers of Commerce and Industry had mentioned that cargo handling equipments in many ports are old and out of date and their performance is not satisfactory.

(b) Emphasis has been laid on modernisation and replacement of cargo handling equipments in the Sixth Plan and a provision of about Rs. 60 crores has been made in the Plan for various ports for this purpose.

(c) Yes.

(d) Private parties have been permitted to use their equipment in some ports, which are not able to provide all the equipments required. Space has also been leased out to private parties in some ports, outside the docks area, for warehousing and storage purposes. These decisions are taken by the respective Port Trusts, with reference to operational needs and requirements.

Recommendations of Joint Conference of Central Council of Health and Family Welfare

1993. SHRI MOHANLAL PATEL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Joint Conference of Central Council of Health and Family Welfare has recommended that the family welfare and primary health care programme should form part of the core sector of the five year plan; and

(b) if so, the action taken by the Government to implement the recommendation?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) Yes, Sir.

(b) The matter is under consideration.

Direct Express Train between Hospet and Bangalore

1994. SHRI B. V. DESAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether a representation was forwarded to the General Manager of South Central Railway and Southern Railway in which it was requested to immediately introduce a direct Express train from Hospet to Bangalore and two or three shuttles between Hospet and Guntakal on broad gauge line so as to facilitate the people of Bellary Raichur, Dharwar and Bijapur to travel to State Capital as well as Bombay and Madras without any transhipment or journey break at Guntakal;

(b) whether several representations were also forwarded to the General Manager of South Central Railway and Southern Railway and other Railway authorities from Hospet, Sindhanur, Sirguppa, Gadag, Bellary, Gangavathi; and

(c) if so, what action has been taken by the Government so far on those representations?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes.

(b) Yes.

(c There is a broad gauge line parallel to metre gauge between Guntakal to Hospet but beyond Hospet to Gadag, Hubli etc. there is no broad gauge and therefore to reach Guntakal from these stations between Hospet to Hubli, which is the normal flow pattern of passenger traffic, it will be necessary for the passengers travelling on the metre gauge between Hubli to Hospet to tranship themselves to broad gauge with attendant inconvenience.

There are five sets of passenger trains on the metre gauge running between Hospet to Guntakal including one set of Express Trains which are considered adequate for the passenger traffic on the section. The Hospet-Guntakal broad gauge line is utilised mainly for the movement of through iron ore traffic from the Hospet-Donamalai area to Madras Harbour for export.

Adult education programme

1995. SHRI B. V. DESAI: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that massive funds will be required for training more than one million women as teachers to bring in about 60 million children into schools by 1990 and for increasing the adult education programme;

(b) if so, what is the total amount that is required for the educational plan;

(c) what are the States which have done exceedingly well in the spread of vocational education;

(d) whether the Kothari Commission had recommended that second and third years in adult education programmes should be introduced; and

(e) whether any educational plan for improving the adult education has been framed and to what extent the funds are made available for this purpose during 1983-84?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b) It has been suggested to the States/U.Ts to prepare blue-prints for the Universalisation of Elementary Education (UEE) indicating year-wise targets with estimates of teachers and resource requirements. They have been requested to complete this exercise in 1983-84 itself as a preparation for the Seventh Plan ending 1990. The number of additional teachers needed for achieving UEE will be known after receiving this perspective Plan from the States/U. Ts and the fund requirements can be estimated therefrom.

(c) While no systematic comparative evaluation of the implementation of the vocationalisation in the various States has been undertaken, in terms of the number of children enrolled in vocational courses at the +2 level, the States of Tamil Nadu and Maharashtra are leading with enrolments of 57,000 and 25,000 respectively.

(d) Yes, Sir. It recommended a programme of about 3 years for adult learners divided into 3 stages spread over a year each.

(e) State Governments have been advised to prepare detailed operational plans giving financial and administrative year-wise targets aimed at achieving the goal of eradication of illiteracy in the age-group 15—35 by 1990. For 1983-84, a provision of Rs. 20 crores has been made in the Central Plan.

Rural Based Medical Colleges during Sixth Plan

1996. SHRI BALASAHEB VIKHE PATIL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have any plans to set up rural based medical colleges during the Sixth Plan period;

(b) if so, how many such Colleges are proposed to be set up; and

(c) the State-wise break up of these colleges?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) No. The existing number of medical colleges are considered sufficient to meet the medical manpower requirements of the country.

(b) and (c). Do not arise.

Slow Economic Progress in Rural areas

1997. SHRI BALASAHEB VIKHE PATIL: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that slow progress of rural areas is due to lack of educational facilities available to the rural people; and

(b) if so, whether Government would give weightage to rural youth for admission in medical and engineering institutions?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir.

(b) Admissions to Engineering Colleges are made stricitly on merit excepting suitable reservations as prescribed by law for weaker sections of the community.

The All India Council for Technical Education has not recommanded any reservation for the rural youth. Under the regulations of Indian Medical Council Act, 1956, also there is no provision for reservation for rural youth for admission to medical Colleges.

However, under the Central Scheme of Community Polytechnics, 36 Ploytechnics have been identified to interact with environments and act as focal points to promota transfer of technology to the rural community. These Polytechnics also provide short-term technical training in various trades for which admission is made mainly from rural youth.

Steps to bring rural people at par with Urban people regarding modern medical treatment

1998. SHRI BALASAHEB VIKHE PATIL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that at present the doctors mostly concentrate in urban areas only and the rural areas continue to starve for medical facilities;

(b) whether it is also a fact that the incentives declared by Government-Centre and the State are not attracting enough doctors to the rural areas; and

(c) if so, what other measures Government are contemplating to take so that the rural people get modern medical treatment and they are brought at par with the Urban areas within a definite time schedule?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI): (a) to (c). Comparatively there are more doctors in urban areas than in rural areas. The question of offering adequate incentives to attract more doctors to rural areas receives continuous attention of various

State Governments and the Central Government. Modern medical treatment is also provided in rural areas by progressive upgradation by State Governments of Primary Health Centres into 30 bedded rural hospital/community health centres where specialised treatment in major specialities like Surgery, medicine, obstetrics and paediatrics is provided.

Acquisition of land in Kusumda Area of Dhanbad

1999. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Eastern Railway is further acquiring land in the Kusumda area of Dhanbad district of Bihar, if so, facts giving the area to be acquired and the purpose of acquiring;

(b) number of people that would be affected by that acquisition;

(c) rates that would be paid to the landlosers;

(d) whether any job also would be given to the landlosers who would be without means or livelihood due to acquisition; and

(e) whether the Government would look into the justification of the new acquisition as a suitable portion of the railway land in Dhanbad is lying unutilised?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) No.

(b) to (e). Do not arise.

Contract system on open line

2000. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) total number of contract labourers engaged by the contractors on Indian Railways for the works of Gangman in Open line from January to December, 1982 with zone and division-wise break-up;

(b) whether these contract labourers are medically examined to detemine their fitness to work in Open Line from the point of view of safety;

(c) reasons and justification for introduction and continuance of Contract System in Open Line instead of getting these works done departmentally; and

(d) whether this contract system violates the Government's policy and the Statutes?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Normal track maintenance work is done by Departmental Gangmen. Special works like deep screening of ballast & track renewals are in some cases executed through contracts. Details of number of labourers engaged by contractors from January—December, 1982 are:

Rly.	No. of Contractors'	labourers		Division-wise	Total
Central		NIL			
Eastern	Howarh	Mughal-sarai	Dhanbad	Other Divisions	..
	600	60	126	Nil	786
Northern	Delhi			Other Division	
	300-600			Nil	300-600

Rly.	No. of contractors'	Labourers Divison-wise			Toral
North	Varanasi			Other Divisions	
Eastern	150			Nil	450
N.F.		Nil			
Southern	Madras	Palghat		Other Divisons	..
	40-50	100-120		Nil	140-170
South Central	Hubli	Vijaywada	Secunder-abad	Other Divisions	
	125	25-53	420-600	Nil	600-778
South Eastern	Waltair	Adra	Chakrad-harpur		
	100—300	0-300	100-400		
	Kharagpur	Nagpur	Khurda Road	Other Divisions	
	50-250	0-100	0-250	Nil	250-1600
Western	Nil				
				Grand Total	2526 to 4384

(b) No. The Permanent Way Inspectors and other Inspectors at the site check the physical ability of such labour to do the work entrusted to them. As these contract labour work under supervision, the question of infringement to safety does not arise.

(c) The works are scattered over different States even on the same Railway. The casual labour are usually local persons of the area and do not like to move from one work to another away from their area. Requirement of labour for such works is seasonal and varying in quantum. Engagement of new casual labourers and their retrenchment/absorption in Railway service have practical difficulties. These works are beeing done through contractors in limited manner and without adversely affecting existing casual labourers engaged by the Railways.

(d) No.

Railway Hospital, Dhanbad

2001. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) total number of sanctioned beds, strength of Doctors, Nurses, Ayahs, Hospital Attendents and Safaiwallas in Railway Hospital, Dhanbad;

(b) actual number of patients admitted in this hospital in July, August, September and October, 1982, monthwise;

(c) arrangements made and extra expenditure incurred to cope with increased numbers of patients; and

(d) reasons for not increasing the requisite numbers of beds and the hospital staff?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) The requisite in-

formation in respect of Dhanbad Railway Hospital, is as under :

Total number of sanctioned beds	STAFF STRENGTH				
	Doctors	Nurses	Ayahs	Hospital Attendants	Safai-wallas
106	12	28	11	37	37

(b) The actual number of paients admitted in the Hospital, month-wise is given below :

July'82	Aug.'82	Sept.'82	Oct.'82
626	633	617	432

(c) and (d). Extra beds were provided as and when required to accommodate extra patients and necessary expenditure incurred. A proposal is already under process for providing 20 additional beds to this hospital including additional requirement of staff.

Programme for Non-Formal Education

2002. SHRI CHINTAMANI JENA: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government have drawn a six-point programme for non-formal education of out-of-school children;

(b) if so, details of the programme;

(c) the names of such States to which majority of such children belong;

(d) whether it is a fact that majority of these children are girls; and

(e) if so, whether some special attention is given to girls?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) The reference to a six-point programme is not clear. However, the Government has undertaken a project of non-formal part-time education for children of the 9—14 age-group. A majority of States/UTs have implemented it.

(b) The main features of the programme are:—

(i) Children of the 9—14 age-group are provided schooling according to their convenience in regard to places and timings.

(ii) The children are mostly from the weaker sections and of hilly areas, tribal areas, urban slums.

(iii) The models of non-formal education vary according to the beneficiaries. The dominant model offers 5-year Primary curriculum course in a condensed form in 2-3 years.

(iv) The Central assistance is available to the nine educationally backward States for running non-formal centres on an equal sharing basis.

(c) Andhra Pradesh, Assam, Bihar, Jammu and Kashmir, Madhya Pradesh, Orissa, Rajasthan, Uttar Pradesh and West Bengal.

(d) Yes, Sir.

(e) There is a proposal to give 100 per cent Central assistance to non-formal Centres organised exclusively for girls.

Death of Children due to Malnutrition and Hunger

2003. SHRI CHINTAMANI JENA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether over 40,000 young children die everyday of malnutrition and hunger in the developed world according to the 'State of the World's Children, 1982-83;

(b) if so, what is the percentage of such children in India;

(c) the main reasons for such deaths; and

(d) what steps are being taken to check such deaths?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) According to UNICEF report "The State of the World Children 1982-83", more than 40,000 young children died everyday during the last year due to mal-nutrition and infection in the world.

(b) In India the incidence of child mortality in the age group (0—4) years per 1000 live births as per Sample Registration System of the Office of Registrar General is as under:

	Rural		Urban	
(0-4)	Male	Female	Male	Female
Years	52.1	60.4	26.4	27.8

(c) Child mortality is caused by malnutrition as well as associated causes like gastro-intestinal diseases, respiratory infections, communicable diseases and unsatisfactory living conditions.

(d) The following nutrition intervention programmes are being implemented through various Ministries:

1. *Ministry of Health and Family Welfare*:

(a) Prophylaxis programme against nutritional anaemia for the benefit of pregnant and nursing mothers.

(b) Prophylaxis programme against blindness due to Vitamin A deficiency among pre-school children.

2. *Ministry of Social Welfare*:

(a) Balvadi Nutrition Programme for children in the age group of 8—6 years.

(b) Special Nutrition programme for the benefit of pregnant and nursing mothers and children.

(c) Integrated Child Development Services Scheme which provides a package of Services to the children and women. The services include supplementary feeding, health check-up, immunization, referral services, Health Education and Non-formal education.

Ministry of Education:

Mid-day meals programme for the benefit of the primary school children.

Improvement of Paradip Port

2004. SHRI CHINTAMANI JENA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the Paradip Port is situated in a backward area of the country and needs improvement; and

(b) if so, what steps are being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) and (b). The Port Paradip is situated in Cuttack District of Orissa. This Port was taken over by the Central Government from the Government of Orissa in 1965 and was declared as a major port in April, 1966. Since then, and upto 1979-80, the Central Government has incurred an expenditure of Rs. 58.27 crores on the development and improvement of Paradip Port. In the 6th Five Year Plan (1980--85) a provision of Rs. 60.81 crores has been included for development schemes of Paradip Port. Some of the important development schemes presently under execution are:

(i) Modification to Iron Ore Handling Plant.

(ii) Construction of Second General Cargo Berth.

(iii) Construction of Third General Cargo Berth.

(iv) Construction of Fertilizer Berth.

(v) Procurement of one Rail-mounted Stacker-cum-Reclaimer.

All these schemes will be compieted during the current Plan period.

लुधियाना रेलवे स्टेशन में श्रेणी चार के कर्मचारियों से घरेलू कार्य करवाना

2005. **श्री निहाल सिंह :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को कोई शिकायत प्राप्त हुई है कि लुधियाना रेलवे स्टेशन और उत्तर लोको शेड के अधिकारी अपने श्रेणी चार के कर्मचारियों से घरेलू काम करवाते हैं जब कि उन्हें सरकार द्वारा वेतन दिया जाता है ;

(ख) क्या इस सम्बन्ध में कोई जांच की गई है; और

(ग) यदि हां, तो अधिकारियों के निवासों पर काम करते पाए गये श्रेणी-चार कर्मचारियों और नैमित्तिक मजदूरों की संख्या कितनी है और ऐसे अधिकारियों के विरुद्ध क्या कार्यवाही की गई ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) जी नहीं । बहरहाल लुधियाना डीजल शेड के कुछ अधिकारियों द्वारा घरेलू प्रयोजन के लए चतुर्थ श्रेणी के एक कर्मचारी की सेवा लेने हेतु, फरवरी, 1983 में एक शिकायत मिली थी ।

(ख) और (ग). शिकायत की अभी भी जांच की जा रही है । जांच के निष्कर्ष पर यथा अपेक्षित अनुवर्ती कार्रवाई की जायेगी ।

State-wise Voluntary Institutions

2006. SHRI SHANTUBHAI PATEL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) State-wise, number of voluntary institutions running charitable hospitals;

(b) provisions made for grants to these voluntary institutions under the Main Scheme and One-third Scheme sponsored by the Grants Committee of the Ministry of Health, during each of the last three years; and

(c) the actual grants given to various institutions during the last 3 years?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) The information regarding State-wise number of voluntary institutions, run-

ning charitable hospitals is not available. However, a statement showing State-wise number of hospitals and beds owned by Private and Voluntary organisations as on 1-1-1982 is attached.

(b) Budget provisions made during the last 3 years are as under:—

Year	*Main Scheme (Rs.)	1/3 Scheme (Rs.)
1979-80	45.00 lakhs	15.00 lakhs
1980-81	45.00 lakhs	30.00 lakhs
1981-82	65.00 lakhs	50.00 lakhs

(c) The grants released durng the last 3 years are as under :–

Year	*Main Scheme (Rs. in Lakhs)	1/3 Scheme (Rs.)
1979-80	36.04	39.09
1980-81	40.77	10.21
1981-82	49.13	8.66

(* Main scheme includes SET/Block Donation/Deficit Schemes).

Statement

Statement showing State-wise No. of hospitals and beds owned by Private & Voluntary Organisations as on 1-1-1982.

S. No.	Name of the State/UT	No. of Pvt./Vol. Org.
1	Andhra Pradesh	266
2	Assam	30
3	Bihar*	125
4	Gujarat*	669
5	Haryana	18
6	Himachal Pradesh	6
7	Jammu & Kashmir	5
8	Karnataka	53
9	Kerala	606
10	Madhya Pradesh	..
11	Maharashtra	682

1	2	3
12	Manipur	3
13	Meghalaya	4
14	Nagaland	1
15	Orissa	34
16	Punjab	35
17	Rajasthan	37
18	Sikkim*	—
19	Tamil Nadu	61
20	Tripura	—
21	Uttar Pardesh	158
22	West Bengal	127
23	A & N Island	—
24	Arunachal Pradesh	4
25	Chandigarh	—
26	Dadra & Nagar Haveli	—
27	Delhi	21
28	Goa Daman & Diu	61
29	Lakshadweep	—
30	Mizoram	2
31	Pondicherry	3
	Total	3012

(—) Nil.

(†) Not available.

(@) informations relates to 1-1-78.

(*) information relates to 1-1-81.

Expenditure incurred on Festival of India in U.K.

2008. SHRI GEORGE FERNANDES: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) what was the total expenditure incurred by the Government on the Festival of India in U.K.;

(b) what are the Ministries/Departments that spent this money and how much was spent by each;

(c) how much money was raised through official or unofficial sources in U.K. for the Festival;

(d) whether Government propose to lay a statement of expenditure incurred on the Festival; and

(e) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). The information on the total expenditure incurred by the concerned Ministries/Departments is being collected and will be laid on the Table of the Sabha.

(c) No money was raised by the Government of India in U. K.

(d) and (e). No, Sir. The accounts maintained are subject to audit.

Establishment of Mining Engineering Colleges in the country

2009. SHRI HARIHAR SOREN: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) the number of Mining Engineering Colleges established in the country with the assistance of the Centre or the States;

(b) how many of these are getting Central assistance;

(c) whether Government have a proposal to open some more Mining Engineering Colleges in 1983-84.

(d) if so, the places where such colleges are proposed to be established; and

(e) the details thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). 10 Engineering Colleges/Institutions having Department of Mining Engineering are assisted by the Centre or the State Governments. Of these, 6 Institutions are getting Central assistance.

(c) to (e). The Joint Board of Mining Engineering Education and Training under the aegis of Ministry of Energy (Department of Coal) has recommended that a degree course in Mining Engineering may be introduced at one of the institutions in the Southern Region of the country. The Government of Karnataka has suggested P. G. Centre at Nandihally under Gulbarga university, School of Mines, Coromandal, KGF and Kudermukh as possible sites for location of Mining Engg. course. The Southern Regional Committee of All India Council for Technical Education has been requested to consider this matter and identify a suitable institution in Southern Region where degree course in Mining Engineering could be introduced.

National Seminar on "Child and the law"

2012. SHRI NAVIN RAVANI: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether a three day national seminar on "Child and the Law" organised by the National Institute of Public Cooperation and Child Development was held in New Delhi recently;

(b) if so, the number of delegates attended;

(c) the details of the suggestions made for the welfare of children in the country; and

(d) the measures taken by the Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) 56 (Fifty Six).

(c) A statement containing the recommendations of the Seminar regarding enactment of new legislation amendment of existing legislation and administrative measures for implementing existing legislation is laid on the table of the House.

(d) The recommendation made in the Seminar has been received recently, and they are being examined.

Statement

Recommendations of the National Seminar on "Child and the Law".

1. The existing laws relating to child development/welfare should be reviewed and steps taken to enact suitable laws or modify existing ones in the context of socio-economic changes.

2. The loopholes in effective implementation of laws affecting child development/welfare should be plugged and the machinery for enforcement of these laws strengthened.

3. People should be educated in better health care practices through persuasion and motivation and thus prepare ground for enactment of definite laws.

4. The existing legislations in the area of child health and nutrition should be reviewed and modifications suggested to make them more effective.

5. The law aimed at prevention of adulteration should be strictly enforced.

6. Mobile Special Courts should be made responsible for handling cases of offences e.g. adulteration.

7. Legislation should be enacted to prevent drug intake during pregnancy and to educate people about adverse results thereof.

8. School health services should be provided through legislation and the entire school going population should be covered by these services.

9. The States and Union Territories which do not have compulsory Primary Education Acts should be persuaded to enact the same.

10. The Compulsory Primary Education Acts should be amended to include provisions for non-formal education centres for children who are unable to avail facilities of formal schooling.

11. A legislation should be introduced for free pre-primary education on the same pattern as the primary education for children pre-school age (3-1 years).

12. The Municipal Bye-laws regarding public utility services should be amended to include provisions for child welfare units in all new residential complexes planned for rural and urban areas.

13. Personal laws should be amended to ensure full development of the child whether legitimate or illegitimate.

14. Personal laws should also provide for legitimization of children born before their parents' marriage.

15. The general laws and various personal laws relating to legitimacy, maintenance and guardianship of the child should be unified, as all these have commonality amongst them in protecting the interests of the child.

16. The laws relating to providing adequate maintenance to the child should be amended suitably in view of needs of the child and status of the family.

17. The Guardianship Act should be amended in such a manner that children under guardianship are treated at par with natural children during the period of guardianship.

18. The laws relating to child labour should be extended to occupations in the unorganised sector like carpet-weaving, construction work, domestic servants etc.

19. Welfare measures like education, nutrition, medical aid etc. in the organised sector should be strengthened.

20. Hazardous and non-hazardous occupations for children should be clearly defined.

21. Research studies on the impact of laws relating to child labour should be sponsored and promoted in order to bring out the strengths and weaknesses of the existing legislations.

Upgradation of Dhanmandal Railway Station

2013. SHRI A.C. DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for the upgradation of Dhanmandal Railway Station of Orissa;

(b) if so, the details thereof; and

(c) the action taken thereon?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) No. Dhanmandal Station is already a full-fledged station.

(b) and (c). Do not arise.

Providing stoppage of Neelanchal Express at Jaipur Keonjhar Road

2014. SHRI A.C. DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have a proposal to increase the number of stoppage of Neelanchal Express;

(b) if so, whether one more stoppage is proposed to be provided at Jaipur Keonjhar Road in Orissa; and

(c) if so, when it is going to be implemented?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHAUDHURY): (a) No.

(b) No.

(c) Does not arise.

R.R.C. Recommendation in respect of Development Financing Transport pricing and pensionary liabilities

2015. SHRI ANANTHA RAMULU MALLU: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Reforms Committee has made certain recommendations in respect of development, financing transport pricing and pensionary liabilities;

(b) if so, whether any suggestions have been made against burdening the current users of the Railways; and

(c) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHAUDHURY): (a) The Railways Reforms Committee has made recommendations in respect of fare and freight structure and pensionary liabilities Development financing has not been covered in the six parts of the Report received so far. However, recommendations have been made in respect of the Railways' "Development Fund".

(b) and (c). In their Report (Part IV) on "Railway Reserve Funds", the Committee have stated, inter alia, that the amount of Rs. 260 crores (included in the figure of Rs. 1110 crores being the recommended appropriation to Depreciation Reserve Fund) required to liquidate the backlog should not be covered by upward revision of fares and freight as it will be unfair to burden the current users of transport by including this element in the fare and freight structure. Instead, the General Exchequer should provide an equivalent amount of subsidy every year till the backlog is liquidated.

ग्राल इण्डिया रेलवे एम्पलाइज फेडरेशन से ज्ञापन

2016. **श्री रामावतार शास्त्री** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या ग्राल इंडिया रेलवे एम्प्लाइज फेडरेशन की ग्रोर से कोई प्रतिनिधिमण्डल 14 जनवरी, 1983 को प्रधान मंत्री से मिला था;

(ख) यदि हां, तो क्या उन्होंने उनको कोई ज्ञापन दिया था ;

(ग) यदि हां, तो तत्सम्बन्धी ब्यौरा क्या है; और

(घ) उस पर सरकार की क्या प्रतिक्रिया है ?

रेल मंत्री (श्री ए०बी०ए० गनी खान चौधरी) : (क) से (घ). यह समझा जाता है कि 14-1-83 को ग्राल इंडिया रेलवे इम्प्लाइज कन्फैडरेशन का एक प्रतिनिधि मण्डल प्रधान मंत्री से मिला था । प्रधान मंत्री को संबोधित 14-1-1983 का ज्ञापन मुख्यत: कन्फैडरेशन को इस ग्रनुरोध से सम्बन्धित है कि उन्हें ग्रनौपचारिक विचार-विमर्श की सुविधा फिर से बहाल की जाये ।

यह सुविधा केवल मान्यता प्राप्त यूनियनों तक सीमित है ग्रौर इसलिए यह सुविधा ग्राल इंडिया रेलवे इम्प्लाइज कन्फैडरेशन को नहीं दी जा सकती क्योंकि वह रेलवे पर गर मान्यता प्राप्त संस्था है ।

Profit and Loss of D.T.C. during ASIAD

2017. SHRI ATAL BIHARI VAJPAYEE:

SHRI SURAJ BHAN:

SHRI RAM PRASAD AHIRWAR:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what are the profits earned or losses incurred by the Delhi Transport Corporation during ASIAD Games in Delhi along with the details of the expenditure incurred on the arrangements made for the occasion;

(b) particulars of parties to whom permits were granted to ply special or micro-buses in Delhi during ASIAD and how many permits were granted to each one of them; and

(c) details of the procedure adopted to select the parties?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI): (a) D.T.C. prepares a profit/loss account of the end of each financial year However, D.T.C. would be paying approximately a sum of Rs 12.34 lakhs for the additional buses brought from U.P.S.R.T.C. and Haryana Roadways during the Asian Games to supplement its own fleet. An expenditure of Rs. 14 98 lakhs approximately has also been included by DTC in connection with other arrangements made for the Asian Games like payments to additional staff/overtime etc

(b) A statement is laid on the Table of the House. [*Placed in Library. See* No. LT—6015/83]. One Permit was issued to each.

(c) The S.T.A., Delhi Administration invited applications from general public through press advertisement. Applicants whose applications fulfilled all conditions were asked to produce their vehicle before a fixed date, All those who complied were selected.

Children from abroad brought in by International Children's Summer Village

2018. SHRI TRILOK CHAND:

SHRI RAJESH KUMAR SINGH:

SHRI KRISHNA PRATAP SINGH:

SHRI N.E. HORO:

Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether Government are aware that a large number of children from all over the world who were recently brought to India by the International Children's Summer Village to make friends with India and Indians were stranded here and had to make their

own arrangements for food, clothing and shelter; and

(b) if so, what are the details thereof and what is the reaction of Government with regard thereto ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON) : (a) and (b) The Education Directorate of Delhi Administration made arrangements for 48 participants for broad and lodging with effect from 31 December 1982. The arrangements were adequate and were also inspected by the officials of the Children's International Summer Villages (India) which is an affiliate body of Children's International Summer Villages International, New Castle Upon Tyne, U.K. The officials of Children's International Summer Villages (India) shifted the venue of camp to Youth Hostel, Chanakya Puri, New Delhi on 9 January 1983. The transport of the participants was also arranged on this date. Excursion trip to Agra and Fatehpur Sikri a tour of Delhi and a shopping trip for the participants was also arranged.

There is no information that the children who came from abroad were standard.

Amount spent on publicity by paradip Port Trust

2019. SHRI RASABEHARI BEHERA: Will the Minister of SHIPPNG AND TRANSPORT be pleased to lay a Statement showing:

(a) the names of news dailies used for publicity by the Paradip Port Trust during the last three years, Year-wise and language-wise;

(b) the details of the correspondents on the regular mailing lists of the press releases issued by the Paradip Port Trust, newspaper-wise; and

(c) the details of the amounts spent by Paradip Port Trust for publicity during the last three years year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) List of language-wise news dailies used for publicity by the Paradip Port Trust during 1979-80, 1980-81 and 1981-82 is as under:

English Dailies	Oriya Dailies
1. Stateesman	1. Samaj
2. Times of India	2. Prajatantra
3. Indian Express	3. Matrubhumi
4. The Hindu	4. Pragatibadi
5. Marine Times	5. Swarajya
6. News of the World	6. Dharitri

(b) Press releases issued by the Paradip Port Trust are being forwarded to the following corespondents:

1. Shri R. P. Bagchi, Representative, Statesmen, Bhubaneswar.

2. Shri Gopal Mishra, Special Correspondent, Amrit Bazar Patrika, Bhubaneswar.

3. Shri Swarup Jena, Correspondent, Ananda Bazar Patrika, Bhubneswar.

4. Shri Prasant Kumar Patnaik Staff Correspondent, Pariet, Bhubneswar.

5. Shri S.N. Das, Representative, Economic Times, Bhubneswar.

6. Shri Dilip Raj Behera, Bureau Chief, Hindustan Samachar, Bhubneswar.

7. Shri N.K. Swain, Correspondent, Times of India, Bhubneswar.

8. Shri Arun Singh, Special Correspondent, Indian Express, Bhubneswar.

9. Shri Ashok Das, Correspondent, Hindustan Times, Bhubaneswar,

10. Shri N. Ramdas, Correspondent, Hindu, Bhubaneswar.

11. Shri Nabakishore Mohapatra, Managing Editor, News of the World, Cuttack.

12. Shri R.P. Shastri, Free Lance Journalist, Cuttack.

13. Shri Ramachandra Das, Free Lance Journalist, Cuttack.

14. Shri B.K. Das, Correspondent, Jugantar, Cuttack.

15. Shri Basudev Mukherjee, Branch Manager, United News of India, Cuttack

16. Shri Sarat Chandra Das, Staff Reporter, Press Trust of India, Cuttack.

17. Shri H.C. Mohapatra, Regional Officer, Directorate of Field Publicity, Ministry of Information and Broadcasting, Government of India, Bhubaneswar.

18. The Editor Indian Shipping and Transport News Bombay.

19. The News Editor, Port News, Mangalore.

20. Editor, Janata Takata Publications, Cuttack.

21. Shi S. P. Nanda, Correspondent, Business Standard, Cuttack.

22. Shri A.K. Das C/o. Suryadyag (Pvt.) Ltd., Atharbanki.

23. The Information Officer, Press Information Bureau, Cuttack.

(c) Amount spent by Paradip Port Trust for advertisement and publicity during 1979-80, 1980-81 and 1981-82 is as follows :—

1979-80	1980-81	1981-82
Rs. 1.65,005	Rs. 5,79,915	Rs. 3,47,274

पूर्वी रेलवे में अस्थाई और नैमित्तिक कर्मचारी

2020. **श्री रीतलाल प्रसाद वर्मा :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि पूर्वी रेलवे में डिवीजन-वार "ओपन लाइन" में कितने अस्थाई तथा नैमित्तिक कर्मचारी हैं और रेलवे निर्माण विभाग में नैमित्तिक कर्मचारियों की संख्या कितनी है और वे कितने वर्षों से नैमित्तिक कर्मचारियों के रूप में कार्य कर रहे हैं ?

रेल मंत्री (ए० बी० ए० गनी खान चौधरी) : सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जाएगी ।

इलाहाबाद और पटना के बीच नौवहन सेवा

2021. **श्री रीतलाल प्रसाद वर्मा :**
श्री हलन मोल्लाह :

क्या **नौवहन और परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इलाहाबाद से पटना हुगली के लिए गंगा नदी में नौवहन सेवा आरम्भ करने का विचार है; और

(ख) यदि हां, तो उसमें अब तक क्या प्रगति हुई है और इस बारे में भावी योजना क्या है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जियाउरहमान अंसारी) : (क) सरकारी और प्राइवेट आपरेटर गंगा नदी में अन्तर्देशीय जल परिवहन सेवा चलाने के लिए स्वतन्त्र है । केन्द्रीय अन्तर्देशीय जल परिवहन निगम फरक्का में नौचालन लांक के चालू होने के बाद फरक्का से आगे तक अपनी कार्गो सेवा बढ़ाने का विचार रखता है ।

(ख) अन्तर्देशीय जल परिवहन निदेशालय गंगा में पटना और गाजीपुर चुनार के बीच प्रयोग-सह-उन्नयन आधार पर लांगिच्युडिनाल कार्गो सेवा क आवागमन और कहलगांव तथा काढ़ागोला के बीच एल० सी० टी० पैरी सेवा चलाता है । केन्द्रीय अन्तर्देशीय जल परिवहन निगम हल्दिया और फरक्का के बीच कार्गो सेवा भी चलाता है ।

निगम फरक्का में नौचालन लांक के चालू होने के बाद इस सेवा को पहले चरण में पटना तक और दूसरे चरण में इलाहाबाद तक ले जाना चाहता है ।

उत्तर प्रदेश सरकार ने सूचित किया है कि वह भी राज्य अन्तर्देशीय जल परिवहन निगम बनाने का विचार कर रही है जो भविष्य में ऐसी सेवाएं प्रदान करेंगी ।

केन्द्र सरकार द्वारा वर्ष 1981-82 तथा 1982-83 के दौरान उपलब्ध किये गये रोजगार

2022. **श्री मूल चन्द डागा :** क्या **समाज कल्याण** मंत्री यह बताने की कृपा करेंगे कि केन्द्र सरकार द्वारा वर्ष 1981-82 तथा 1982-83 के दौरान कितने विकलांग व्यक्तियों को रोजगार दिया गया और उनको विभाग-वार किन पदों पर नियुक्त किया गया है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० थंगन) : विभिन्न मंत्रालयों / विभागों और उनके नियंत्रणाधीन कार्यालयों में वर्ष 1981-82 और 1982-83 (सितम्बर, 1982 तक) तक नियोजित किए गए विकलांग व्यक्तियों की संख्या दर्शाने वाला विवरण संलग्न है । नियुक्तियां श्रेणी "ग" और "घ" के पदों पर की गई हैं । पदों इत्यादि का ब्यौरा परन्तु उपलब्ध नहीं है ।

विवरण

विभिन्न मंत्रालयों/विभागों द्वारा वर्ष 1981–82 और 1982–83 (सितम्बर 1982 तक) तक रोजगार पर लगाये गये विकलांग व्यक्तियों के बारे में ब्यौरा

क्रम सं०	मंत्रालय/विभाग का नाम	रोजगार पर लगाए गए विकलांग व्यक्तियों की संख्या	
		1981–82	1982–83 (सितम्बर, 1982 तक)
1	2	3	4
1.	प्रधान मंत्री सचिवालय . .	6	6
2.	योजना आयोग सी० एस० ए० (आई०एस० विंग)	3	4
3.	कृषि विभाग और इसके सम्बद्ध अधीनस्थ कार्यालय	12	12
4.	खाद्य विभाग और इसके सम्बद्ध और अधीनस्थ कार्यालय . . .	30	30
5.	भारतीय कृषि अनुसंधान परिषद् और इसके अनुसंधान संस्थान . .	38	74
6.	उर्जा मंत्रालय, विद्युत् विभाग . .	1	—
7.	आणविक उर्जा विभाग और इसके संबद्ध एकक	151	154
8.	समाज कल्याण मंत्रालय और इसके नियंत्रणाधीन कार्यालय . . .	146	148
9.	इलैक्ट्रानिक विभाग . . .	1	8
10.	विदेश मंत्रालय . . .	13	21
11.	वित्त मंत्रालय, व्यय विभाग और इसके सम्ब. तथा अधीनस्थ कार्यालय . .	221	275
12.	राजस्व विभाग और इसके कार्यालय .	314	679

1	2	3	4
13.	आर्थिक कार्य विभाग . .	10	15
14.	बैंकिंग विभाग . . .	2640	2769
15.	रक्षा विभाग . . .	590	647
16.	स्वास्थ्य और परिवार नियोजन मंत्रालय	4	9
17.	गृह मंत्रालय और इसके सम्बद्ध और अधीनस्थ कार्यालय . . .	39	183
18.	कार्मिक और प्रशासनिक सुधार विभाग	3	2
19.	औद्योगिक विकास विभाग और इसके सम्बद्ध और अधीनस्थ कार्यालय . .	22	26
20.	भारी उद्योग मंत्रालय . .	1	1
21.	नागरिक पूर्ति विभाग . .	—	1
22.	सूचना और प्रसारण मंत्रालय और इसके सहयोगी कार्यालय . . .	116	148
23.	शिक्षा मंत्रालय . . .	2	2
24.	श्रम मंत्रालय और इसके अधीनस्थ कार्यालय	उपलब्ध नहीं	28
25	संसदीय कार्य विभाग . .	1	1
26.	पट्रोलियम विभाग . . .	2	उपलब्ध नहीं
27.	रेल मंत्रालय . . .	315	319
28.	विज्ञान एवं टैक्नोलोजी विभाग .	14	18
29.	जहाजरानी एवं परिवहन मंत्रालय .	31	22
30.	अन्तरिक्ष विभाग . . .	52	56
31.	इस्पात और खान विभाग .	3	उपलब्ध नहीं
32.	पूर्ति विभाग . . .	41	47
33.	पर्यटन एवं नागरिक उड्डयन मंत्रालय	उपलब्ध नहीं	3
34.	निर्माण एवं आवास मंत्रालय और इसके सम्बद्ध तथा अधीनस्थ कार्यालय	180	उपलब्ध नहीं
35.	निर्वाचन आयोग . . .	3	3

राज्यों में आंगन वाड़ियां स्थापित किया जाना

2024. **श्री मूल चन्द डागा :** क्या **समाज कल्याण** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या समेकित बाल विकास सेवाएं उपलब्ध कराने के विचार से देश के प्रत्येक गांव में "आंगनवाड़ियों" की स्थापना की गई है ;

(ख) राज्य-वार कितने गांवों में इनकी स्थापना की गई है और राजस्थान के पाली जिले में कितनी आंगनवाड़ियां खोली गई हैं तथा वर्ष 1981–82 तथा 1982–83 में आज तक उन पर कितना व्यय किया गया है ;

(ग) क्या इस योजना के कार्यकरण के सम्बन्ध में कोई सर्वेक्षण किया गया है; और

(घ) यदि हां, तो उसके क्या परिणाम निकले ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी. के. थुंगन) : (क) समेकित बाल विकास सेवा परियोजनाओं को पिछड़े हुए, ग्रामीण, जनजातीय क्षेत्रों और शहरी गन्दी बस्तियों में चलाया गया है। समेकित बाल विकास सेवा परियोजना स्थानों के चुनाव में अनुसूचित जाति, अनुसूचित जन-जाति के प्रभुत्व वाले क्षेत्रों, सूखा-ग्रस्त क्षेत्रों पिछड़े हुए क्षेत्रों को प्राथमिकता दी जाती है। छठी पंचवर्षीय योजना की समाप्ति तक देश में 1000 समेकित बाल विकास सेवा परियोजनाओं को आरम्भ किए जाने का निर्णय किया गया है ।

(ख) वर्ष 1982–83 तक स्वीकृत की गई 620 समेकित बाल विकास सेवा परियोजनाओं में राज्य केन्द्र शासित प्रदेश-वार आंगनवाड़ियों को दर्शाने वाला विवरण संलग्न है। वर्ष 1982–83 के दौरान समेकित बाल विकास सेवा ग्रामीण परियोजना, बाली, जिला पाली (राजस्थान) के लिए 139 आंगनवाड़ियों की स्वीकृति प्रदान की गई है । 111 आंगनवाड़ी कार्यकर्ताओं की पहले ही नियुक्ति की जा चुकी है। एक समेकित बाल विकास सेवा परियोजना को पूर्ण रूप से चालित करने में 12 से 18 मास का समय लगता है। समेकित बाल विकास सेवा परियोजना, बाली अभी स्थापना की अवस्था में है। वर्ष 1982–83 के दौरान जनवरी, 1983 तक 45,649 रुपये का व्यय किया गया है। वर्ष 1981–82 के दौरान कोई व्यय नहीं किया गया था।

(ग) और (घ). योजना आयोग के कार्यक्रम मूल्यांकन संगठन ने हाल ही में समेकित बाल विकास सेवा के विस्तृत मूल्यांकन अध्ययन तैयार किए है। उनकी अन्तिम रिपोर्ट प्राप्त होनी अभी शेष है। सारे देश के मैडिकल कालेज अखिल भारतीय आयुर्विज्ञान संस्थान के मार्गदर्शन में परियोजनाओं में बेस-लाइन और पुनः सर्वेक्षण कार्यक्रम चला रहे हैं। इन अध्ययनों के फलस्वरूप समेकित बाल विकास सेवा परियोजना-क्षेत्रों में बच्चों और माताओं को स्वास्थ्य और पोषण की सेवाएं प्रदान करने में महत्वपूर्ण सुधार हुआ है जिससे स्वास्थ्य और पोषण स्तर में सुधार आया है ।

विवरण

क्रम सं०	राज्य/केन्द्र शासित प्रदेश	मंजूर किए गए आंगनवाड़ी केन्द्रों की संख्या
1	2	3
1.	आन्ध्र प्रदेश	3909
2.	असम	2535
3.	बिहार	5330
4.	गुजरात	2979
5.	हरियाणा	1556
6.	हिमाचल प्रदेश	483
7.	जम्मू और कश्मीर	581
8.	कर्नाटक	4634
9.	केरल	2478
10.	मध्य प्रदेश	4034
11.	महाराष्ट्र	3877
12.	मणिपुर	657
13.	मेघालय	564
14.	नागालैण्ड	421
15.	उड़ीसा	2140
16.	पंजाब	1795
17.	राजस्थान	3157
18.	सिक्किम	300
19.	तमिलनाडु	3000
20	त्रिपुरा	690
21.	उत्तर प्रदेश	8256
22.	पश्चिम बंगाल	5664
23.	अरुणाचल प्रदेश	217
24.	गोवा, दमण और दिव	407
25.	मिजोरम	254
26.	पांडिचेरी	231
27.	दिल्ली	1395
28.	लक्षद्वीप	50
29.	अण्डमान व निकोबार	148
30.	दादरा और नागर हवेली	100
31.	चण्डीगढ़	160

सरकार और भारतीय चिकित्सा परिषद् द्वारा मान्यता न दिये गये मैडिकल कालेज

2025. **श्री मूल चन्द डागा :**
श्री पीयूष तिरकी :

क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में इस समय ऐसे कितने मैडीकल कालेज हैं जिनको भारतीय चिकित्सा परिषद् और सरकार द्वारा मान्यता नहीं दी गई है और वे कालेज कब से चल रहे हैं ;

(ख) यदि सरकार द्वारा इनको मान्यता नहीं जाती तो ऐसे कालेजों से पास हो कर डाक्टर बनने वालों स्थिति क्या होगी;

(ग) क्या सरकार को पता है कि देश में ऐसे गैर सरकारी मैडिकल कालेज हैं जो प्रति छात्र फीस लेते हैं और अयोग्य छात्रों को दाखिल कर लेते है ; और

(घ) इस प्रथा को रोकने के लिये सरकार द्वारा क्या कदम उठाये गये है और विगत दो वर्षों में कितने कालेजों को इस प्रथा का पालन करने की अनुमति नहीं दी गई ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्रीमती मोहसना किदवई) : (क) से (घ) भारतीय आयुर्विज्ञान परिषद द्वारा कतिपय नये मैडिकल कालेजों को मान्यता देने के बारे में आगामी कार्रवाई करने के लिये सिफारिशों की प्रतिक्षा की जा रही है ;

उपलब्ध सूचना के अनुसार कर्नाटक, आन्ध्र प्रदेश और पंजाब के मैडिकल कालेजों में प्रति व्यक्ति शुल्क (कैपीटेशन-फीस) लिया जा रहा है। भारत सरकार मैडिकल कालेजों/संस्थानों द्वारा प्रति व्यक्ति शुल्क लिये जाने की प्रथा के विरुद्ध है और इस प्रथा को समाप्त करने के लिए उसने राज्य सरकारों को पहले ही सलाह दे दी है।

Manufacture of double storey rail coaches

2026. SHRI RAM VILAS PASWAN: Will the Minister of RAILWAYS be pleased to state:

(a) the progress so for made by Government in regard to the manufacture of double storey rail coaihes in the country; and

(b) whether more such coaches are likely to be added to any train in tne country and if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) 36 Dooble Decker Coaches have so far been manufactured by integral Coach Factory, Madras.

(b) Yes, These coaches would be introduced in various areas where short/medium distanre passenger traffic is heavy.

Medical facilities for all villages

2027. SHRI RAM VILAS PASWAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government of India have any proposal under consideration to provide medical facilities to every village of every State of the country;

(b) if so, broad outlines of the proposal;

(c) how many hospitals/dispensaries have been opened so far in Bihar State during the last three years under this scheme; and

(d) funds allocated for the purpose.

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMI-

WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b). To provide medical facilities to every village in the country, under 100 per cent Centrally Sponsored Schemes, a Health Guide and a trained Dai is proposed to be made available in every village. In the village where population is more than 1000, two or more Health Guides can be selected. In addition, sub-centres are being established for a rural population of every 5000 which provides first aid for accidents and emergencies, treatment of minor ailments, health education, imunisation services, antenatal, natal and post natal care etc. Establishment of sub-centres is also a 100 per cent Centrally Sponsored, Scheme since 1-4-1981.

(c) According to the information available from the State Government 24 Primary Health Centres, 898 sub-centres and 19 upgraded Primary Health Centres (rural hospitals) have been established in Bihar during 1980-81-82. It is expected that additional 76 Primary Health Centres, 300 Sub-Centres and 5 upgraded Primary Health Centres (rural hospitals) would be established during 1982-83.

(d) Rs. 13.80 lakhs and Rs. 61.20 lakhs were allocated during 1981-82 and 1982-83 respectively for setting up the sub-rentres in Bihar. Establishment of Primary Health Centres and upgradation of Primary Health Centres is under State Sector Minimum Needs Programmes.

U.G.C. team report on Sambalpur University

2028. DR. KRUPASINDHU BHOI: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the visiting team of University Grants Commission submitted its report about Sambalpur University to Government; and

(b) if so, what steps Government propose to take in this regard?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir. The report is yet to be finalised.

(b) The report has to be considered by the University Grants Commission, when it is finalised.

Deaths due to encephalitis, State-wise

2029. DR. KRUPASINDHU BHOI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of deaths due to encephalitis in the country, State-wise during the last two years;

(b) the steps taken to launch anti-mosquito drives and the results achieved so far; and

(c) whether the Paradip Port area has proved to be a great health hazard and if so, the steps taken or proposed to be taken to make it mosquito-free?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) Reports received from various States/Union Territories indicate that there were 1167 deaths in 1981 and 1171 deaths in 1982 due to

Japanese Encephalitis as per details given below:

States	Deaths	
	1981	1982 (Prov.)
1. Assam	46	59
2. Andhra Pradesh	439	94
3. Bihar	60	62
4. Delhi	Nil	1
5. Goa	Nil	13
6. Karnataka	236	52
7. Kerala	2	NA
8. Manipur	Nil	53
9. Pondicherry	17	Nil
10. Tripura	16	NA
11. Tamil Nadu	290	83
12. Uttaar Pradesh	26	199
13. West Bengal	35	555
Total	1167	1171

(b) and (c). Union National Malaria Eradication Programme, residual insecticidal spray is done in the rural areas on the basis of API 2 and above in order to reduce transmission and also for mosquito control. In urban areas, anti-larval and anti-adult measures are undertaken for mosquito control. All States/Union Territories intensify such measures in an area of 2/3 kms. around a case of Japanese Encephalitis wherever reported. Anti-mosquito measures are also undertaken in filaria endemic areas under National Filaria Control Programme. As a results these measures appreciable control/decline in the incidence of malaria, Japanese Encephalitis etc. has been achieved.

No report of health hazard on this account in Paradip Port area has been received. However, as Paradip is endemic for filaria, ont filaria Control Unit is functioning in Paradip town to carry out anti-larval measures to control mosquito vector for both Filaria and Malaria in Paradip Town.

Import of Electric Locomotives

2030. DR. SARADISH ROY: Will the Minister of RAILWAYS be pleased to state:

(a) iti it a fact that the Indian Railways have decided on importing 20 foreign electric locootivesm in order to choose one to manufacture under foreign collaboration; and

(b) if so, whether it will not be a blow to the future of the extensive indigenous capacity already existing at Chittaranjan Locomotive Works?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) and (b). Indian Railways propose to acquire, by import, a Limi-

ed number, not exceeding 20, of High Horse Power Prototype Electric Locomotives incorporating the latest technology available in the world. This will help the Indian Railways to modernise its fleet of Electric Locomotives in the context of its heavy Electrification Programme. Accordingly, offers have been invited from reputed manufacturers of such Electric Locomotives The most suitable type will be selected after service trials. Indigenous manufacture of such locomotives will then be undertaken by the Railways' own production unit in the country with necessary collaboration arrangements with the manufacturers abroad utilising the infra-structdre facilities available at Chittaranjan Locomotives Works. The procurement of limited number of 20 prototypes it intended to update and uprate the locomotive technology; this wil not adversely affect the production capacity available at Chittaranjan Locomotive works as the new type of locomotives will also be manufactured at Chitranjan Locomotive Works.

Passenger Traffir and Availability of Coaches

2031. SHRI SUNIL MAITRA: Will the Minister of RAILWAYS be pleased to state:

(a) what was the passenger traffic carried by the Indian Railways (in terms of passenger k.m.) in 1969-70 and in 1980-81;

(b) what was the number of coaches available to carry the passengers in 1969-70 and in 1980-81;

(c) was the increase in passenger traffic in consonance with the projection made by the Railway Ministry; and

(d) if not, what concrete steps were taken to solve the problem?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Number of passenger Kms. in respect of passengers carried on the Indian Railways were:

	(in millions)
1969-70	113,382
1980-81	298,558

(b) Number of passenger carrying vehicles (including Electric Multiple Unit coaches) in service as on 31st March were:

	(in units)
1969-70	25,830
1980-81	30,035

(c) and (d). The growth of passenger traffic has overtaken the projections made during the various Plan periods. Steps were taken, within the resources constraints, to cater to the increased passenger traffic, to improve utilization of coaching stock by way of standardisation of rake composition of long distance trains and also having higher capacity coaches.

पूर्वांचल एक्सप्रेस गाड़ी का दुल्हापुर तथा जखानियां स्टेशनों पर हाल्ट बनाना

2032. **श्री राजनाथ सोनकर शास्त्री :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या क्षेत्र के लोग काफी लम्बे समय से पूर्वोत्तर रेलवे में वाराणसी-भटनी लाइन पर पूर्वांचल एक्सप्रेस गाड़ी के लिए दुल्हापुर तथा जखानिया स्टेशनों पर हाल्ट बनाने के लिए मांग करते रहे हैं ;

(ख) क्या यह सच है कि पिछले दो मंत्रियों ने पूर्वांचल एक्सप्रैस गाड़ी के लिये उपरोक्त स्टेशनों पर 2 मिनट का हाल्ट बनाने के आदेश भी दिये थे ;

(ग) यदि हां, तो उन आदेशों को कब तक कार्यान्वित किया जायेगा ; और

(घ) यदि नहीं, तो गाड़ी के लिये उक्त स्टेशनों पर हाल्ट बनाने में सरकार के सामने क्या दिक्कतें हैं ?

रेल मंत्री (श्री ए०बी०ए० गनी खान चौधरी) : (क) विगत में कुछ मांगें की गयी हैं।

(ख) जी नहीं ।

(ग) प्रश्न नहीं उठता ।

(घ) एक्सप्रेस गाड़ी होने की वजह से 99/100 पूर्वांचल एक्सप्रेस महत्वपूर्ण स्टेशनों पर रुकती है । इस गाड़ी को दुल्हापुर और जखनिया स्टेशनों पर ठहराना वाणिज्यिक दृष्टि से औचित्य-पूर्ण नहीं पाया गया है ।

उचित किराये पर तीव्र बस सेवा की योजना

2033. **श्री राजनाथ सोनकर शास्त्री** : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली परिवहन निगम के पास इस समय कुल कितनी बसें हैं और उनमें से कितनी बसें काम की हालत में हैं और कितनी वर्कशापों में बेकार खड़ी हैं ;

(ख) क्या दिल्ली परिवहन निगम ने उचित किराए पर तीव्र बस सेवा तथा दैनिक यात्रियों को अन्य विशेष सुविधाएं उपलब्ध कराने तथा भीड़भाड़ कम करने के लिए एक योजना तैयार की है; और

(ग) यदि हां, तो तत्संबंधी ब्यौरे क्या हैं और कब तक उसे कार्यान्वित किया जायेगा ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जियाउर रहमान अंसारी) : (क) 1-2-83 की स्थितिनुसार दिल्ली परिवहन निगम के बेड़े में बसों की संख्या निम्नलिखित है :—

(क) कुल बसों की संख्या	4013
(ख) सड़क पर चल रही बसें	3556
(ग) स्क्रैप और बड़ी मरम्मतों के लिए खड़ी बसें	136
(घ) निर्धारित डाकिंग और मरम्मत के लिये	321

1-2-83 की स्थितिनुसार सड़क पर चल रही बसें कुल बसों का 88.6 प्रतिशत थी ।

(ख) और (ग) अधिक दूरी के यात्रियों के लिए दिल्ली परिवहन निगम के सामान्य सेवाओं में नान-स्टाप और सिमित स्टाप दोनों प्रकार की बसें शामिल हैं । इसके अलावा उचित किराये पर आरामदेह यात्रा के लिए डीलक्स सेवायें भी हैं । एक स्थान से दूसरे स्थान के नान-स्टाप बसों के लिये और डीलक्स बसों के लिए फ्लेट किराया एक रुपया लिया जाता है । बसों में अत्यधिक भीड़ को कम करने के लिए दिल्ली परिवहन निगम अधिक भीड़ वाले रूटों पर नियमित सेवाओं में और नई बसें लगाकर पूरा कर रही है ।

Survey of R.M.P. in Delhi Running Chemist shop side by side

2034. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a survey of all R.M.P's of Delhi has been conducted to detect if practitioners of indigenous system of medicine are prescribing allopathic medicines and are running chemist shops as well side by side un-authorisedly;

(b) if so, results thereof with details of such R.M.Ps. as are violating the Indian Medical Council Act, 1956; and

(c) reasons for not making the R.M.Ps. display along with their names of the system in which they have been registered as medical practitioners so as to enable the public to know as to whom they are consulting/ taking treatment from?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b). Government is not aware of any such survey having been conducted.

(c) Under the provisions of the Practitioners of Indian Medicine (Standards of Professional Conduct, Etiquette and Code of Ethics) Regulations, 1982, effective from 16-10-1982, it is compulsory for a practitioner of Indian Medicine to affix the correct degree or diploma before or after his name. The State Boards of Indian Medicine have to watch the observance of these Regulations.

Racketeering in Rail Reservations.

2035. SHRI RAJNATH SONKAR SHASTRI:

SHRI JAGPAL SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that racketeering in rail reservations by the organised gangs continues to flourish in the metropolitan cities of Calcutta, Delhi and Bombay;

(b) if so, what precise steps have been taken by the Government to eliminate the racketeering in rail reservations at the metropolitan cities of the country;

(c) whether the measures taken so far have not been able to effectively check the illegal flourishing trade, if so, what are the main deficiencies in the measures taken so far by the Government to check this illegal trade; and

(d) the steps contemplated by the Government to achieve the desired results?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) There are cases of unauthorised travel agents and other unscrupulous persons indulging in sale of reserved accommodation on transferred tickets.

(b) A statement is attached.

(c) and (d). It is expected that the measures taken by the Railways will help contain the problem.

Statement

(a) Surveillance over reservation/ booking offices jointly by commercial/ vigilance organisations of the Railways in association with Police and CBI to apprehend touts.

(b) Enactment of legislation through the Indian Railways (Amendment) Act, 1982 prescribing deterrent punishment for anyone carrying on business in procurement and supply of rail tickets/ reservations unauthorisedly. (Operation of this amendment has been stayed by the Supreme Court pending decision on some petitions by unauthorised travel agents challenging its constitutional validity).

(c) Verification of genuineness of reservations made through a scrutiny

of requisition slips tendered by passengers and making door-to-door checks or sending reply paid letters in cases where the reservations made appear to be in fictitious names;

(d) A system of RAC (reservation against anticipated cancellations) has been introduced recently earmarking sitting accommodation for a specific number of senior-most waitlisted passengers who are willing to travel on sitting accommodation so that they can be allotted sleeper berths after the departure of the train against vacancies due to passengers with confirmed reservations not turning up on the train. This system has also helped to eliminate scope for arbitrary allotment of berths by train staff to passengers who hitherto boarded the reserved coaches unauthorisedly on the basis of waiting list.

(e) Intensive checks are made on trains by mobilising ticket checking staff, RPF and GRP accompained by magistracy to detect cases of transferred reservations.

Level crossing accidents during 1981 and 1982

2036. SHRI DAULAT RAM SARAN:
SHRI JAIPAL SINGH KASHYAP:

Will the Minister of RAILWAYS be pleased to state:

(a) how many level-crossing accidents that took place in 1982 as compared to the accidents that took place in 1981 on the different railways and the number of persons killed as a result thereof;

(b) whether government have made any analysis of the causes of such accidents; and

(c) if so, what is the result thereof and what precise measures that have been taken by the Government to check the level-crossing accidents?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) During 1982, 83 accidents took place at level crossings on Indian Railways, as compared to 75 in 1981. The number of persons killed in these accidents was 148 and 39 in 1982 and 1981 respectively.

(b) and (c) Cause-wise analysis of these accidents is given as under.

		1981	1982
(i)	Failure of railway staff	18	21
(ii)	Failure of persons other than railway staff	56	60
(iii)	Accidental	1	2
(iv)	Cause not finalised	..	2

Some of the important steps taken to prevent level crossing accidents include:—

(1) Close liaison with State Governments for strict enforcement of Motor Vehicle Rules.

(2) Progressive manning of unmanned level crossing gates and provision of lifting barriers, telephones and other safety devices at busy level crossing gates subject to availability of funds.

(3) Progresive interlocking of level crossing gates with signals.

(4) Provision of rumble strips/speed breakers at the approaches of level crossings.

(5) Intensification of inspections of level crossing gates and training of the gatemen.

(6) Replacement of level crossings by road over/under bridges wherever justified and feasible, subject to availability of funds.

T. B. Hospitals in Rural areas run by Government and private agencies

2037. SHRI BHEEKHABHAI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the total number of T. B. hospitals in rural areas of various States in India;

(b) the number of such hospitals run by Government and private agencies separately; and

(c) how many of them are situated in tribal dominated areas where incidence of T.B. is the highest?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) There are 43 T. B. Hospitals functioning in rural areas of various States in India.

(b) Out of 43 Hospitals 27 Hospitals are run by State Government, 2 by Local bodies and 14 by Voluntary Organisations.

(c) 3 hospitals are situated in the tribal areas in Orissa, Nagaland and Arunachal Pradesh. All other hospitals also cater to the tribal population alongwith other population.

नि:शुल्क पाठ्य पुस्तकें, यूनीफार्म, दोपहर का भोजन और छात्रवृत्ति प्रदान करने की उत्तर प्रदेश की योजना

2038. **श्री निहाल सिंह :** क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर प्रदेश सरकार ने नि:शुल्क पाठ्य पुस्तकें, यूनीफार्म, दोपहर का भोजन और छात्रवृत्ति प्रदान करने की योजना के लिये केन्द्रीय सरकार से अतिरिक्त निधि की मांग की है ; और

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और उस पर कुल कितनी राशि व्यय करने का लक्ष्य है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० थंगन) : (क) जी, नहीं ।

(ख) प्रश्न नहीं उठता ।

रेलवे अस्पताल, अजमेर में शल्य चिकित्सा के मामले

2039. **श्री निहाल सिंह :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे वर्कशाप, अजमेर में रेल कर्मचारियों के लिए अस्पताल में कितने शल्य चिकित्सक और अन्य चिकित्सक नियुक्त हैं ;

(ख) क्या यह सच है कि अन्य रेल अस्पतालों की तुलना में रेलवे

अस्पताल, अजमेर में शल्य चिकित्सकों की संख्या अधिक है ; और

(ग) गत तीन वर्षों के दौरान रेलवे अस्पताल में शल्य चिकित्सा के लिए आये कितने मामले हैं जिनमें जख्मी कर्मचारी तीन महीने से अधिक समय तक दाखिल रहने पर भी स्वस्थ्य नहीं हो पाये ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) नियुक्त किए गए शल्य चिकित्कों की संख्या 4 है और चिकित्सकों की संख्या 3 है ?

(ख) जी नहीं ।

(ग) वर्षवार सूचना नीचे दी गयी है :—

1980	1981	1982
5	6	8

Uneconomic Railway Lines

2040. SHRI RASHEED MASOOD :
SHRI B. D. SINGH :

Will the Minister of RAILWAYS be pleased to state :

(a) how many railway lines which are considered to be uneconomic are presently under construction and the expenditure involved therein;

(b) how many uneconomic railway lines were sanctioned in 1980-81 and 1982 and what were the considerations for sanctioning these uneconomic railway lines; and

(c) what is the impact of the construction of uneconomic railway lipes on the resources available?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) The number of New Lines under construction, which were taken up on consideration other than on economic viability, is eighteen. Their anticipated cost is about Rs. 450 crores.

(b) Three new lines, which were not economically viable, were taken up in 1980-81 and 1982 on considerations of development of backward regions at a cost of Rs. 55.29 crores and two more new lines were taken up to meet operational needs, at an anticipated cost of Rs. 92 crores.

(c) Due to severe constraint on resources it has not been possible to progress all the new lines at a satisfactory pace and therefore inclusion of uneconomic lines imposes an additional burden on the resources and results in their distribution of meagre resources, on a large number of projects.

Enhancement of catering tariff

2041. SHRI CHIRANJI LAL SHARMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government have revised and enhanced the catering tariffs;

(b) whether it is also a fact that while catering tariffs have been enhanced there is no improvement in the quality of meals so far; and

(c) if so, steps taken or to be taken to improve the quality of meals and the catering services ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes, to cope with the rising costs of food ingredients, fuel, staff, etc.

(b) and (c) Continuous efforts are being made to improve the quality of meals ad the standard of service. To achieve this end, various steps are being taken and these include procurement of food ingredients from standard sources recognised by Governments, taking food samples for

chemical analysis, surprise checks jointly by officers of Medical and Commercial Departments, training of catering staff in professional institutions, monitoring of catering services in important trains, deterrent action against defaulting contractors / Departmental catering staff, opinion polls of passengers, etc. In July last, a special week-long drive for inspections of base kitchens and in October last, a month-long special drive under the supervision of the Members of the Services Improvement Group (Catering) were instituted and further improvements in the Catering Services have been effected.

Coal wagons to various Thermal Stations

2042. SHRI CHIRANJI LAL SHARMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government are not supplying sufficient quantity of coal wagons to various thermal power stations in Punjab and Haryana ;

(b) whether it is also a fact that coal supplied is of inferior quality; and

(c) if so, the concrete steps being taken to ensure full supply of superior coal wagons ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY) (a) No, Sir. The Railways are supplying sufficient quantity of of coal, as per programme with Director Movement (Railways), to the various thermal power stations in Punjab and Haryana, as would be evident from the figures given below for the months of November '82, December '82 and January '83 :—

(figures in 4-wheeler wagons)

Month	Total Programme for thermal power stations in Punjab and Haryana	Total Loading	Percentage of loading to programme
Nov. '82	11462	9937	87%
Dec. '82	11792	9959	84%
Jan. '83	12352	10653	86%

During the three months from November '82 to January '83, loading of coal for the thermal power stations in Punjab and Haryana was 6794 wagons more than during the three months from November '82 to January '82.

(b) The Ministry of Railways are not aware of the quality of coal supplied to the power houses, which is under the purview of the Department of Coal.

(c) Does not arise.

Sleeper Coaches.

2043. SHRI CHIRANJI LAL SHARMA : Will the Minister of RAILWAYS be pleased to state :

(a) latest strength of sleeper coaches;

(b) whether it is sufficient to meet the demand of travelling public;

(c) if not, whether there is any proposal to increase the same; and

(d) if so, details thereof ?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN

CHAUDHURY): (a) The total holding of sleeper coaches on Indian Railways as on 31-3-82 was 4151 BG and 1320 MG.

(b) Not fully.

(c) Yes.

(d) It is anticipated that a total of 296 new BG sleeper coaches will be put on line during 1983-84 and progressively thereafter within the availability of funds.

Progress in Nationalisation of text Books

2044. SHRI VIRDHI CHANDER JAIN: Will the Minister of EDUCATION AND CULTURE be pleased to state the detailed progress in nationalisation of school text books and books on moral education in different States, State-wise ?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): School text books are prescribed/recommended by State Government/U.T. Administrations or by their Boards of Education. All text books for classes I to VIII have been nationlised everwhere. Many States/U.Ts have also nationalised school textbooks at the secondary/senior secondary levels. The National Council of Educational Research and Training (NCERT) also produces textbooks for schools affiliated to the Central Board of Secondary Education. School textbooks prepared by NCERT are open for adoption/adaptation by States/U.Ts.

According to a survey undertaken by NCERT in 1980, the following ten States and one Union Territory had made formal provision for moral education in the school curriculum:

1. Andhra Pradesh
2. Assam
3. Bihar
4. Haryana
5. Himachal Pradesh
6. Karnataka
7. Madhya Pradesh
8. Rajasthan
9. Tamil Nadu
10. Uttar Pradesh
11. Pondicherry.

The NCERT has also been working on preparation of a model curriculum on moral education. A national workshop was organised at Bangalore in November, 1981, for the development of giudelines of curriculum in moral education. A guide for the development of curriculum in moral education, which lays down the objectives of moral education at different school stages and also provides guidance in the form of general principles of imparting moral education in schools, has already been prepared. The work of developing stage wise syllabi in moral education has been initiated. Authors for writing supplementary books in moral education for secondary classes have been commissioned.

Per capita Medical Facilities Provided in rural and urban areas

2047. SHRI JITENDRA PRASAD: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the comparative figure regarding per capita medical facilities provided in rural and urban areas;

(b) whether there is any disparity in respect of these facilities in any area; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) to (c). A statement showing comparative figures of per capita medical facilities available in rural and urban areas is enclosed. Facilities in urban areas are however also used by Rural population.

In order to correct the imbalances in the existing health facilities between urban and rural areas, the Government has adopted the following strategy during the Sixth Five Year Plan:

(i) A proportionately higher Plan allocation has been made under the Minimum Needs Programme and for control of communicable diseases.

(ii) Funds are being earmarked under the Minimum Needs Programme (which covers only the rural areas) so that they cannot be diverted to non-MNP components.

(iii) A new scheme for converting the existing rural dispensaries into Subsidiary Health Centres has been introduced during the Sixth Plan. This Scheme provides for additional inputs in the existing dispensaries so that they can provide a package of preventive, promotive and curative services in the rural areas.

(iv) Funds are not being provided by Government of India to State Governments for establishing dispensaries and general hospitals in urban areas.

(v) To provide in a phased manner during the next 20 years, one rural hospital with common specialities for every one lakh population, one primary health centre for every 30 thousand population and one sub-centre for every 5,000 population, besides a trained dai and a health-guide in every village.

Statement

Medical facilities in the Rural/Urban areas as on 1-1-1982 per thousand of population

Name of the State/U. Ts.	Rural (No. of hospital beds+ dispensary beds)	Medical facilities per thousand of population	Urban (No. of Hospital beds+ dispensary beds)	Medical facilities per thousand of population
1. Andhra Pradesh	3874	0·094	30227	2·42
2. Assam	2165	0·12	7522	3·50
3. Bihar (1-1-81)	5419	0·09	22081	2·53
4. Gujarat (1-1-81)	2462	0·10	30842	2·91
5. Haryana	1015	0·10	7032	2·49
6. Himachal Pradesh	1056	0·27	22444	7·50
7. Jammu & Kashmir (1-1-78)	241	0·05	3887	3·08
8. Karnataka	3693	0·14	28337	2·64
9. Kerala (1-1-79)	23285	0·56	21492	4·50
10. Madhya Pradesh	1336	0·03	15486	1·46
11. Maharashtra (1-1-81)	5515	0·14	67453	3·07
12. Manipur	402	0·38	864	2·30
13. Meghalaya	78	0·07	1430	5·93
14. Nagaland	896	1·37	493	4.10

1	2	3	4	5
15. Orissa	2363	0·10	9131	2·94
16. Punjab	8318;	0·69	11653	2·51
17. Rajasthan	1603	0·06	16269	2·26
18. Sikkim	228	0·86	200	3·92
19. Tamilnadu	4044	0·12	37214	2·33
20. Tripura	96	0·05	1110	4·92
21. Uttar Pradesh	7125	0·28	43581	2·92
22. West Bengal	9506	0·24	39013	2·70
23. A & N Island	324	2·33	273	5·50
24. Arunachal Pradesh	620	1·05	434	10·48
25. Chandigarh	30	1·04	1120	2·65
26. Dadra & Nagar Haveli	50	0·52	..	..
27. Delhi	62	0·14	13101	2·27
28. Goa, Daman & Diu (1-1-81)	507	0·69	2488	7·07
29. Lakshadweep (1-1-81)	50	2·31	..	..
30. Mizoram	320	0·86	337	2·77
31. Pondicherry	74	0·26	2267	7·17
Total	86757	0·17	417781	2·62

Report of 35th Session of South East Asia Regional Committee Held at Dhaka on Leprosy

2048. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether attention of the Government has been drawn to the Report of the 35th Session of South-East Asia Regional Committee held by World Health Organisation at Dhaka in September, 1982;

(b) whether according to the World Health Organisation survey, there are 4 million people suffering from Leprosy in India;

(c) whether the percentage of Leprosy case detection of India is lower than other South-East Asian region countries;

(d) if so, the reasons why only about 2 million cases of Leprosy are registered in India; and

(e) what definite time bound programme is drawn for control, prevention, operational research, case studies, follow-up action, treatment and rehabilitation of leprosy patients in India?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) Yes.

(b) Yes.

(c) and (d) The percentage of case detection in India is higher than in certain other South East Asia Region countries like Bangla Desh, Burma, Indonesia, etc. The number of leprosy cases under treatment in India as at the end of December, 1982, was 2.64 million. This excludes persons dis-

charged from treatment as disease-arrested or cured.

(e) The National Leprosy Control Programme has been made 100 per cent Centrally Sponsored with effect from 1st April, 1981, so as to secure more effective implementation. It has been included in Government's 20-Point Programme. A series of further steps to reinforce Programme implemention are under way in pursuance of Government's decision of the Report of the Working Group on Leprosy Eradication.

Integrated Child Development Scheme Projects

2049. DR. VASANT KUMAR PANDIT: Will the Minister of SOCIAL WELFARE be pleased to state what is the achievement in establishing the Integrated Child Development Scheme projects as against the target of 1,000 per State details of projects established and working in 1980, 1981 and 1982?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): 150 Integrated Child Development Services Scheme projects were sanctioned upto the year 1979-80. Fifty Additional projects were sanctioned during 1980-81 and 100 during 1981-82. The pace of expansion was accelerated from 1982-83 so as to cover 1000 projects by the end of the Sixth Five Year Plan, instead of 600 projects originally envisaged at the time of formulation of that Plan. Accordingly 320 projects have been sanctioned during 1982-83 and the remaining 380 projects will be sanctioned during 1983-84 and 1984-85 so as to achieve the target. It takes about 12 to 18 months for installation of a Project. Details of operational projects, as in December, 1980, December, 1981 and December, 1982, are as under:—

As in	Number
December, 1980 . . .	139
December, 1981 . . .	165
December, 1982 . . .	346

Employment for Persons from Family of Retired or Deceased Railway Workers

2050. DR. VASANT KUMAR PANDIT: Will the Minister of RAILWAYS be pleased to state:

(a) whether demand from various Railway Unions, Railwaymen's Welfare Associations and National Forums of Railway Workers have been pleading for years to give employment to one person from each family of retired or accident-death Railway workers;

(b) if so, what is the policy decision on this issue; and

(c) how many such cases have been identified by each Railway and how many have been actually provided jobs during 1980, 1981 and 1982 (December ending) in each Railway?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) and (b) Yes, There have been demands in this regard from various quarters. According to extent orders, wards of Railway employees are given appointment on compassionate grounds in the event of the death or medical incapacitation of the employees while in service by way of one appointment against one death/medical incapacitation. As regards giving preference in employment of the members of family of retired Railway employees, legal opinion is against such preferential treatment for employment being given to members of family of retired employees.

(c) Information is being collected from the Zonal Railways and will be laid on the Table of the Sabha.

National Capital Region

2051. DR. VASANT KUMAR PANDIT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway has accepted the Regional Plan for the National Capital Region as suggested by the

Central Town and Country Planning Organisation in 1971;

(b) if so, the details thereof;

(c) what is the actual plan of having rail and road corridors on the radial of the National Capital Region; and

(d) what progress has been achieved on running EMU trains on the radial railway routes?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes, the scheme was modified and approved in the High Power Board meeting held on 17-9-1973.

(b) Development of Mass Transportation system for Delhi Urban Area and its integration with intra-Regional Rail network etc.

(c) and (d). As a Short Range Programme the running of the Electrified Rail commuter services were planned on the folllowing routes:

(i) Ring Railway in Delhi Urban Area.

(ii) Delhi/New Delhi-Ghaziabad.

(iii) New Delhi-Ballabhgarh, and

(iv) Delhi-Sonepat.

EMU Services on Ring Railway have since been introduced with effect from 15-8-1982.

Implementation of promotion policy for Non-academic staff of IITs

2052. SHRI SATYASADHAN CHAKRABORTY: Will the Minister of EDUCATION AND CULTURE be pleased to state what steps have been taken on the question of introduction and implementation of approved personnel promotion policy for non-academic staff of IITs?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): The Personnel Promotion Scheme for junior non-academic employees of the IITs has been communicated to the IITs and will cover all employees whose cases become eligible on or after 1.7.1982.

Investigation on complaints of corruption and malpractices

2053. SHRI SATYASADHAN CHAKRABORTY: Will the Minister of RAILWAYS be pleased to state:

(a) how many impartial investigations were conducted in the complaints of corruptions and malpractices against the officials during the last three years;

(b) the number of officials who got punishments; and

(c) steps taken to prevent such malpractices in future?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) During the last three Calendar years, a total of 12,266 complaints were investigated.

(b) 5,148 officials were punished.

(c) Besides looking into specific complaints of corruption, preventive checks in sensitive areas of Railway working, with particular emphasis on areas like Reservation, Booking, etc. are undertaken as a continuous measure in an effort to curb/eradicate malpractices. In a follow up of these preventive checks, measures for improvement in procedures and systems, as called for, are adopted, besides initiation of disciplinary action against the delinquent officials.

Complaints regarding late running, passenger amenities and passenger safety

2054. SHRI G. Y. KRISHNAN:

SHRI K. PRADHANI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received complaints regarding the late

running of trains, deterioration in passenger amenities, unsatisfactory meal served in trains as well as the question of passengers safety;

(b) whether Government have also received the report of the Railway Reforms Committee in this regard; and

(c) if so, the details regarding the steps taken by Government in this regard?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes.

(b) The report of Railway Reforms Committee on Commercial matters is still awaited. However, the subject of safety is covered in a chapter of Part I of the Report on Resources and Safety matters, and the subject of Punctuality is covered in a chapter in Part II on Transportation.

(c) The recommendations made by Railway Reforms Committee in their report on above items are being processed by the Government. However, the punctuality performance of important Mail/Express trains is being monitored in the Railway Board's Office on day-to-day basis and General Managers are paying personal attention to matter pertaining to punctual running of trains. Liaison with concerned State Governments is being maintained by various Zonal Railways for arresting the incidences of alarm chain pulling, hosepipe disconnection and other miscreant activities. With a view to improving the maintenance of passenger amenities, Railways were directed to evolve suitable machinery for monitoring the maintenance of passenger amenities such as cleanliness, drinking water etc. right from Station level to Division level by conducting regular inspections of stations and rakes of Mail/Express trains and monitoring thereof by senior officers. Various steps have also been taken recently to improve the quality of meals and the standard of service and these include intensification of surprise checks jointly by Officers of Medical and Commercial Departments, training of Catering staff in professional institutions, monitoring of catering service in important trains, inspections of base kitchens and a month-long special drive all over the Railways in October last under the supervision of the members of the Services Improvement Group (Catering) etc.

As far as safety of train operation is concerned, The Railway Reforms Committee has not made "a fresh investigation" in view of the study of Railway safety by the Railway Accidents Enquiry Committee—1978 being too recent. The Railway Reforms Committee's observations mainly pertain to inadequacy of implementation of the recommendations of earlier Accident Enquiry Committees, which resulted primarily from paucity of resources both financial and material. Efforts are continuing to step up implementation of recommendations of Railway Accident Enquiry Committees.

राज्यों में अखिल भारतीय आयुर्विज्ञान जैसे संस्थानों की स्थापना

2055. **श्रीमती ऊषा प्रकाश चौधरी :**

क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने राज्यों में अखिल भारतीय आयुर्विज्ञान संस्थान जैसे संस्थानों की स्थापना की है ;

(ख) यदि हां, तो प्रत्येक राज्य में ऐसे कितने संस्थान कार्यरत हैं ; और

(ग) इन संस्थानों के विकास और उनका अधिकतम उपयोग करने के लिये सरकार द्वारा क्या नीति अपनाई जा जा रही है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्रीमती मोहसिना किदवई): (क) से (ग) : भारत सरकार से अखिल

भारतीय आयुर्विज्ञान संस्थान नई दिल्ली के पैटर्न पर केवल चण्डीगढ़ में स्नातकोत्तर चिकित्सा शिक्षा एवं अनुसंधान संस्थान, की स्थापना की है। इसके अतिरिक्त उत्तर पूर्वी क्षेत्र में शिलांग में एक क्षेत्रीय आयुर्विज्ञान संस्थान खोलने का निश्चय किया गया है।

राज्यों में नेत्रहीन और विकलांगों के लिए शिक्षा केन्द्र

2056. **श्रीमती ऊषा प्रकाश चौधरी:** क्या **समाज कल्याण** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सरकार ने राज्यों में नेत्रहीन और विकलांगों के लिये अलग-अलग शिक्षा केन्द्र स्थापित किये हैं ;

(ख) यदि हां, तो राज्य-वार ऐसे कितने केन्द्र हैं और उनके गठन का स्वरूप कैसा है ;

(ग) क्या राज्यों में ऐसे केन्द्र नेत्रहीन और विकलांग महिलाओं के लिए स्थापित किए गए हैं; और

(घ) यदि हां, तो उनका राज्य-वार ब्यौरा क्या है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० थुंगन) : (क) से (घ). "विकलांगों बच्चों के लिये समेकित शिक्षा की योजना के अन्तर्गत केन्द्र सरकार ने राज्य सरकारों / केन्द्र शासित प्रदेशों को संलग्न सूचि (विवरण) के अनुसार अनुदान दिए।

राज्यों में अन्धों और विकलांगों के लिये उन स्वयं सेवी संगठनों द्वारा अनेक शैक्षिक केन्द्र स्थापित किये गये है जिन्हें "विकलांगों की शिक्षा / प्रशिक्षण और रोजगार के लिये स्वयं सेवी संगठनों को सहायता " की योजना के अन्तर्गत केन्द्र सरकार द्वारा सहायता दी गई केन्द्र सरकार द्वारा अनन्य रूप से निम्नलिखित शैक्षिक केन्द्र चलाए जा रहे हैं।

अन्धों/विकलांगों के लिए शैक्षिक केन्द्र

1. राष्ट्रीय दृष्टिवाधितार्थ संस्थान, देहरादून उ०प्र० (इसमें एक स्कूल एकक अन्धे बच्चों के लिये और दूसरा आंशिक रूप से दृष्टिवाधितार्थों के लिये हैं)।

2. मन्द बुद्धि बच्चों के लिये मण्डल स्कूल, लाजपत नगर, नई दिल्ली ।

3. विकलांग व्यक्तियों के लिये संस्थान (इसमें अस्थि विकलांग बच्चों के लिये एक प्राइमरी स्कूल है)।

4. आंशिक रूप से बधिर बच्चों के लिये स्कूल, हैदराबाद ।

विवरण

राज्य सरकारों/केन्द्र शासित प्रदेश, दिल्ली को 1981–82 के दौरान विमोचित अनुदान । (जामिया मिलिया इस्लामिया सहित)

राज्य का नाम	अनुदान (लाख रुपयों में)
1. आन्ध्र प्रदेश	0.10
2. केरल	11.41
3. मध्य प्रदेश	5.80
4. महाराष्ट्र	10.45
5. उड़ीसा	5.00
6. राजस्थान	15.16
7. बिहार	10.00
8. दिल्ली	14.19
9. जामिया मीलिया इस्लामिया	2.12
	74.23

अमरावती के बाहर राष्ट्रीय राजमार्ग सं=6 को दिशा बदलने के लिए बाईपास बनाने हेतु सर्वेक्षण

2057. **श्रीमती ऊषा प्रकाश चौधरी** : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि केन्द्रीय सरकार ने अमरावती (महाराष्ट्र) बाहर से जाने वाले राष्ट्रीय राजमार्ग सं.=6 की दिशा बदलने के विचार से महाराष्ट्र सरकार को एक बाईपास बनाने हेतु सर्वेक्षण करने को कहा है ; और

(ख) यदि हां, तो महाराष्ट्र सरकार से कब तक सर्वेक्षण रिपोर्ट देने को कहा गया है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जियाउर रहमान अंसारी) : (क) और (ख). अमरावती बाईपास के लिये भूमि अधिग्रहण के काम को छठी पंचवर्षीय योजना 1980–85 में शामिल कर लिया गया है। राज्य सरकार द्वारा प्रस्तावित स्थान का निरिक्षण मंत्रालय के वरिष्ठ तकनीकी अधिकारियों ने किया है । इस स्थान को उपयुक्त नहीं पाया गया क्योंकि यह महाराष्ट्र औद्योगिक विकास निगम क्षेत्र और अन्य बसी हुई कालोनियों से होकर गुजरता है । राज्य सार्वजनिक निर्माण कार्य विभाग से बनी आबादी वाले स्थान की उपयुक्त अमरावती के संभावित विकास के संबंध में विस्तृत जांच करने के लिये अनुरोध किया गया है । राज्य से सर्वेक्षण कार्य को शीघ्र पूरा करने के लिये कहा गया है यद्यपि इसके लिये कोई निश्चित तिथि निर्धारित नहीं की गई है । महाराष्ट्र सरकार से विस्तृत जांच रिपोर्ट की प्रतीक्षा की जा रही है ।

Underground Railway in Bombay

2058. SHRIMATI USHA PRAKASH CHOUDHARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether a plan is under consideration of the Government to introduce underground railway in Bombay; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) No.

(b) Does not arise.

Changing the timings of Himachal Express

2059. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether any demand has been received for effecting change in the Time Table for 53 Up and 54 Dn Himachal Express so as to ensure the departure by 8.00 P.M. and arrival around 7.00 A.M. at New Delhi and Nangal Dam;

(b) if so, whether the change has been effected; and

(c) if not, the likely date by which a decision would be taken in this regard?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes.

(b) and (c). From 1-4-83, 53 Up Delhi-Nangal Dam Express is scheduled to arrive Nangal Dam at 8.00 hours instead of 8.30 hours. In the case of 54 Dn Nangal Dam-Delhi Express it is operationally not feasible to change the present timings.

Participation of a Delegation in Meeting of UNESCO

2060. PROF. NARAIN CHAND PARASHAR: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether a delegation, representing the Indian National Commission for UNESCO participated in the special meeting of the UNESCO in 1982;

(b) if so, the details about the delegation along with the main outline of the decision taken at the meeting; and

(c) the details of the two earlier delegations sent for this purpose as also the decision taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) and (c). The composition of the Indian delegation, which attended the Fourth Extraordinary Session of the General Conference of UNESCO, held from November 23 to December 3, 1982 is given in Annexure I laid on the Table of the House. [Placed in Library. See No. LT 6016/83] The main purpose of the Extraordinary Session of the General Conference was to consider and adopt UNESCO's Second Medium-Term Plan for 1984—1989. The previous two occasions on which the Indian delegation was sent to attend the General Conference of UNESCO were (i) the Twentyfirst Session of the General Conference hold at Belgrade from September 23 to October, 28, 1980 and (ii) Twentieth Session of the General Conference held at Paris from October, 24 to November, 28, 1978. The composition of the respective delegations is given in Annexure II and III laid on the Table of the House. [Placed in Library. See No. LT-6016/33]. The Twentyfirst Session of the General Conference mainly considered and approved the Programme and Budget of UNESCO for the years 1981—1983, while the Twentieth Session of the General Conference mainly considered and approved, inter alia, UNESCO's Programme and Budget for the bionnium 1979-1980 and approved adjustments to the First Medium-Term Plan.

Manufacture of Wagons in Railway Workshop at Amritsar

2061. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Workshop at Amritsar is manufacturing wagons for the past few years;

(b) if so, whether the number of wagons manufactured by the Workshop crossed the 1000 mark during any one of the previous years alongwith year in which the mark was crossed;

(c) whether the wagons manufactured by the Workshop are of good quality and cheaper in cost as compared to those manufactured by the private parties;

(d) if so, whether the production target has been lowered recently and the private parties allowed to manufacture wagons;

(e) if so, the reasons therefor and whether the decision would be reconsidered so as to ensure the workshop to reach the figure of 1000 wagons or more; and

(f) if so, the likely date by which it would be done alongwith the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes.

(b) During 1973-74, Amritsar Workshop manufactured 1045 Wagons in terms of four-wheelers.

(c) Wagons manufactured by Amritsar Workshop are as per standard specifications issued by Research, Designs & Standards Organisation, Lucknow. All factors considered, the cost of wagons manufactured by the Workshop is comparable to those manufactured by wagon building units in the Industry.

(d) to (f). Due to overriding requirement of overhauling of wagons running overdue POH, the target for manufacture of wagons by Amritsar Workshop has been kept at 800 four-wheeler units during 1982-83 and the same target is proposed to be maintained during 1983-84. In view of this, the question of enhancement of the target for manufacture of wagons by Amritsar Workshop does not arise.

Linking of new Industrial Sites with Rail Heads

2062. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether a proposal has been received by the Railway Board for the sanction of any new survey for rail links of new industrial site with the existing or forthcoming railheads;

(b) if so, the names of the links proposed for survey zone-wise, alongwith the names of the States which would be covered by these new proposals;

(c) names of such among them which have been included for preliminary Traffic/Engineering survey in each zone; and

(d) if not the reasons therefor and whether any such new proposal are still pending for consideration?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes.

(b) and (c). The following surveys for new rail links with details as have been included in 1983-84 budget:

Name of survey	Railway Zone	State
1. Engineering-cum-Traffic survey for laying new BG line from Kadur to Chikmaglur	Southern Rly.	Karnataka
2. Hubli Division-updating of preliminary Engg. cum-Traffic survey for new BG line between Hubli and Karwar	South Central Railway	Karnataka
3. Survey for a new BG line connecting Khurda Road-Phulbani-Bolangir	South Eastern Rly.	Orissa

(d) Due to severe constraints of resources, it is not possible to consider all the proposals nor is it desirable to survey for all the proposed line which may become out of date by the time the resources position sufficiently improves to permit further consideration of the suggestion.

प्रौढ़ शिक्षा के लिए राज्यों को मार्गदर्शी निदेश

2063. श्री मोतीभाई आर चौधरी
श्री बापू साहिब परूलेकर:
श्री रवीन्द्र वर्मा:

क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने देश में साक्षरता बढ़ाने के प्रयोजन से प्रौढ़ शिक्षा का प्रसार करने हेतु राज्यों को मार्गदर्शी निदेश जारी किये हैं ;

(ख) यदि हां, तो सरकार द्वारा इस प्रयोजन के लिये दी गई वित्तीय सहायता, अनुदान तथा ऋण का राज्यवार ब्यौरा क्या है ;

(ग) क्या राज्य सरकारों ने प्राप्त वित्तीय सहायता का पूरा-पूरा उपयोग किया है ; और

(घ) यदि नहीं, तो उन राज्यों के क्या नाम हैं, जिन्होंने इस दिशा में सफलता नहीं पाई है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० थुंगन) : (क) जी हां ।

(ख) से (घ) 1982–83 के दौरान राज्यवार संस्वीकृत अनुदान संलग्न विवरण में दर्शाये गये हैं ।

इन अनुदानों के लेखे की 1983–84 में जानकारी मिलेगी ।

विवरण

(लाख रुपयों में)

क्रम सं०	राज्य/सं० शा० क्षे०	राशि रुपये
1.	आन्ध्र प्रदेश	118.59
2.	असम	52.84
3.	बिहार	43.64
4.	गुजरात	74.94
5.	हरियाणा	45.51
6.	हिमाचल प्रदेश	9.64
7.	जम्मू और काश्मीर	17.45
8.	कर्नाटक	75.60
9.	केरल	11.65
10.	मध्य प्रदेश	141.95
11.	महाराष्ट्र	104.72
12.	मनीपुर	17.82
13.	मेघालय	19.68
14.	नागालैण्ड	10.72
15.	उड़ीसा	56.41
16.	पंजाब	61.87
17.	राजस्थान	92.38
18.	सिक्किम	4.77
19.	तमिलनाडु	76.75
20.	त्रिपुरा	15.34
21.	उत्तर प्रदेश	262.02
22.	पश्चिम बंगाल	73.20
23.	अन्डमान और निकोबार द्वीप समूह	2.70
24.	अरुणाचल प्रदेश	3.72
25.	चण्डीगढ़	1.21
26.	दादरा और नागर हवेली	—
27.	दिल्ली	4.93
28.	गोआ, दमन और दीव	0.39
29.	लक्ष्य द्वीप	0.70
30.	मिजोरम	4.76
31.	पाण्डीचेरी	3.85
	योग :	1409.74

Setting up of Cancer Research Institute in the Country

2064. SHRI SUBHASH YADAV:
SHRI M. RAM GOPAL REDDY:
SHRI CHINTAMANI PANIGRAHI:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there is any proposal under Government's consideration to set up Cancer Research Institutes in the country;

(b) if so, the names of the places where such institutes will be set up; and

(c) whether any foreign assistance has been obtained by the Government of India for this purpose and if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI): (a) and (b). The following institutes are already functioning as Regional Cancer Centres under the Cancer Research and Treatment Programme of the Ministry of Health and Family Welfare:

1. Regional Cancer Centre at Gujarat Cancer and Research Institute, Ahmedabad.

2. Regional Cancer Centre at Kidwai Memorial Institute of Oncology, Bangalore.

3. Regional Cancer Centre at Chittaranjan National Cancer Research Centre, Calcutta.

4. Regional Cancer Centre at S.C.B. Medical College, Cuttack.

5. Regional Cancer Centre at the Institute—Rotary Cancer Hospital, All India Institute of Medical Sciences, New Delhi.

6. Regional Cancer Centre at Dr. B. B. Cancer Institute, Gauhati

7. Regional Cancer Centre at Cancer Hospital and Research Institute, Gwalior.

8. Regional Cancer Centre at Cancer Institute, Madras.

9. Regional Cancer Centre at Cancer Wing of the Medical College, Trivandrum..

The Meherbai Tata Memorial Hospital, Jamshedpur (Bihar) have also approached the Government of India for recognition of their hospital as Regional Cancer Centre.

(c) While no assistance from Institutional Agencies/Foreign Governments has been received/obtained for setting up of Regional Cancer Centres, the Government of U.K. have provided a 'Linear Ancelerator' costing about Rs. 67..42 lakhs during 1981-82 to the Regional Cancer Centre at the Gujarat Cancer Research nstitute, Ahmedabad under their Technical Cooperation Programme. Another equipment called "Simulator" costing about Rs. 25.00 lakhs is also likely to be received from the Government of U.K. during the current financial year.

Bus Train collision at unmanned Railway crossing near village Milwan on 31-12-82

2065. SHRI SUBHASH YADAV:
SHRI M. RAM GOPAL REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether three persons were killed and eleven injured when a Himachal Road Transport Corporation bus collided with a train near village Milwan, 80 k.m. from Dharamsala at an unmanned railway crossing on 31st December, 1982;

(b) if so, details thereof;

(c) whether any compensation has been paid by the Government to victims of the accident; and

(d) steps taken by the Government to avoid such recurrences?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) and (b). Four persons were killed and seven others injured when a Himachal Road Transport Corporation bus collided with 33 Up Jammu Tawi Mail at an unmanned level crossing gate between Bhangala and Mirthal stations of Northern Railway on 31.12.82.

(c) No. Only Railway passengers involved in train accidents are entitled to compensation under the Indian Railways Act. Relief in respect of others can be claimed under the Law of Torts and payment is made by the Railways as awarded by the court.

(d) Some of the important steps taken to prevent accidents at unmanned level crossing gates are:

(1) Provision of road signs and speed breakers on either side of the approach roads and whistle boards for drivers.

(2) Educative campaigns amongst road-users and general public by publishing pamphlets and leaflets and displaying posters at pubic places and through cinema slides.

(3) Close liaison with State Governments for strict enforcement of the Motor Vehicle Rules.

(4) Progressive meaning of unmanned level crossing gates subject to availability of funds.

Survey by Tata Memorial Centre, Bombay, on Cancer

2066. SHRI SUBHASH YADAV:

SHRI M. RAM GOPAL REDDY:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Tata Memorial Centre, Bombay has conducted a survey on the Cancer and have found incidence of mouth cancer to be highest in India;

(b) if so, what are the details thereof; and

(c) what is the reaction of the Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI): (a) to (c). The Tata Memorial Centre, Bombay, have informed that oral cancer is the commonest in India. The contributing factors are chewing of tobacco, supari, betel-leaves, etc.

This is a social problem and can be tackled by changing the habits of the people through suitable educational measures. The Government has already taken certain steps for combating this evil.

लुधियाना लोको शेड कर्मचारियों का प्रदर्शन

2067. श्री निहाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 7 अक्तूबर 1982 को उत्तर रेलवे के लुधियाना लोको शेड के रेल कर्मचारियों ने प्रदर्शन किया था और सरकार ने रेल सतर्कता विभाग के माध्यम से इस मामले की जांच करावाई है ;

(ख) यदि हां, तो प्रदर्शन करने के क्या कारण हैं और जांच के क्या निष्कर्ष निकले, और

(ग) कितने कर्मचारियों को निलम्बित किया गया और किस तारीख से उन्हें बहाल किया गया है ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) और (ख) 7-10-82 को लोको शेड, लुधियाना के एक रेल कर्मचारी की मृत्यु के परिणामस्वरूप, कुछ कर्मचारियों ने यह पता लगाने के लिये सरकारी रिकार्ड देखने की मांग की थी कि क्या मृतक अपनी मृत्यु के दिन ड्यूटी पर था, या विश्राम पर । लोको फोरमैन द्वारा किसी समुचित प्राधिकार के बिना रिकार्ड दिखाने से इन्कार कर देने पर, कर्मचारियों ने प्रदर्शन किया । इस घटना की दो रेल अधिकारियों द्वारा तथ्य अन्वेषण जांच की गई थी और इसके निषकर्षों के आधार पर समुचित कार्रवाई की जायेगी ।

(ग) किसी भी कर्मचारी को निलम्बित नहीं किया गया है ।

Laying of foundation for new Diesel shed by Railway Minister in Kharagpur

2068. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Minister of Railways had visited Kharagpur on 28 October 1982;

(b) whether he had laid foundation for a new Diesel Shed during his visit;

(c) how far has the work of the proposed diesel shed advanced in last several months; if no progress made the reasons therefor;

(d) whether during the said visit he had announced that much belated electrification of Kharagpur-Midnapur section would be taken up in three months and that Kharagpur Railway Colony which is facing ruin and destruction due to sheer neglect for want of funds would be granted a crore for immediate works of rehabilitation and building new quarters, if so, how far the said works have progressed?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes.

(b) Yes.

(c) Preparation of drawings for the construction of Diesel Shed has been completed. Staff have been screened who will be absorbed in Diesel Shed subsequently. Some progress in the construction of shed is expected during 1983-84.

(d) Yes. It is a fact that the Railway Minister announced that an allotment of Rs. 1 crore would be made for Kharagpur Colony. The additional funds could not be found during 1982-83, but are being made available in next financial year i.e. 1983-84.

With regard to the proposal for taking up electrification of Kharagpur-Midnapur Section for which originally immediate action was contemplated in 1983-84, the same has been gone into greater detail and due to the low viability of the project, it has been given a lower priority.

Brochure on Reservation for SC & ST in Railways

2069. SHRI BHEEKHABHAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a Brocure on Reservation for Scheduled Castes and Tribes in the Railway service was printed as early as 1976;

(b) whether up-to-date editions containing new amendments till date have not been printed; and

(c) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Yes.

(b) and (c). Yes. However, the work relating to the updating and printing of 3rd Edition of Brochure on Reservation for Scheduled Castes and Tribes in the Railway Services containing up-to-date amendments is on hand and is expected to be finalised shortly.

Kudoor Commission recommendation Re. Venus Circus fire in Bangalore

2070. SHRI PIUS TIRKEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Kudoor Commission, which enquired into the Venus Circus fire in Bangalore on February 7, 1981 has blamed the Railways along with other Government departments for the fire which claimed 85 lives;

(b) if so, the details of the incidents for which the railways is held responsible; and

(c) what steps have been taken by the Ministry to avoid any such incident in future?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) One of the Commission's ten conclusions was that the concerned authorities, including the Railways, did not apply their mind with regard to the selection of the site on which the circus was located.

(b) The primary cause of the fire has been conclusively established by the Commission as short circuiting for which the Railway has not been held responsible. The Railway has been partially held responsible in regarded to the suitability of the site, licensed by them, for the purpose of holding a circus.

(c) The Railway Ministry, however, do not subscribe to the view that the Railway Officers on their own could examine details of suitability of any land for circus shows as this is not their function. As the Railway Officers who leased the land in question for the Circus have not been found to have breached any rules, no action against them has been contemplated.

हिन्दी बजट सम्बन्धी काम करने वाले स्टाफ के लिए विशेष वेतन/मानदेय/समयोपरि भत्ता

2071. **श्री कृष्ण प्रकाश तिवारी** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल मंत्रालय में संसद और बजट के लिये पृथक अनुभाग हैं तथा उनक अनुभाग अधिकारियों और स्टाफ को विशेष वेतन/मानदेय/अधिकतम समयोपरि भत्ता दिया जाता है ;

(ख) क्या यह सच है कि बजट अनुभाग में बजट का काम 45 से 50 कर्मचारियों द्वारा किया जाता है तथा यही काम हिन्दी अनुभाग में 18–19 कर्मचारियों से लिया जाता है ;

(ग) यदि हां, तो बजट के समय हिन्दी सम्बन्धी कार्य करने वाले अधिकारियों तथा स्टाफ को विशेष वेतन/मानदेय/अधिकतम समयोपरि भत्ते की बिल्कुल अनुमति न देने अथवा कम की अनुमति देने के तथा हिन्दी और अंग्रेजी में साथ-साथ बजट बनाते समय कर्मचारियों की संख्या घटाने के क्या कारण हैं ; और

(घ) क्या सरकार का विचार इस असंगति को दूर करने का है ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी) : (क) से (ग) रेल मंत्रालय में संसद तथा बजट कार्य के लिये अलग-अलग अनुभाग हैं ।

सामान्यत: बजट शाखा के कर्मचारियों की संख्या 19 है जोकि वार्षिक बजट तैयार करने के संबध में प्रत्येक वर्ष दिसम्बर से मार्च के दौरान बढ़ा दी जाती है । जहां तक वार्षिक बजट तैयार करने का संबंध है बजट शाखा जिसमें बजट संबंधी मूल कार्य किया जाता है, के काम और हिन्दी अनुभाग जिसमें केवल हिन्दी रूपांतर तैयार किया जाता है के काम में कोई तुलना नहीं है । प्रकृतित: बजट शाखा में कर्मचारियों की संख्या हिन्दी निदेशालय के तदनुरुपी अनुभाग में कर्मचारियों की संख्या से अधिक होती है । बजट अनुभाग में एक अनुभाग अधिकारी को पूरे वर्ष विशेष वेतन मिलता है और एक सहायक लेखा अधिकारी को प्रतिवर्ष 4 महीने अर्थात् दिसम्बर से मार्च तक विशेष वेतन मिलता है । प्रति वर्ष दिसम्बर से मार्च की अवधि के दौरान वार्षिक बजट तैयार करने के संबंध में बजट अनुभाग में 750 रुपये वेतन पाने वाले कर्मचारियों को एक माह की परिलब्धियों की दर से मानदेय दिया जाता है और अन्य को अर्थात राजपत्रित अधिकारियों तथा प्रतिमाह 750 रु० से अधिक वेतन पाने वाले

कर्मचारियों को अधिकतम 850 रूपये मानदेय दिया जाता है । रेलवे बजट का हिन्दी रूपांतर तैयार करने जो हिन्दी निदेशालय के कर्मचारियों द्वारा प्रतिवर्ष जनवरी से मार्च तक के तीन महीनों में किया जाता है, के लिये प्रति माह 750 रूपये से कम वेतन पाने वालों को एक माह की परिलब्धियों की 3/4 की दर से मानदेय दिया जाता है और जिनका मूल वेतन 750 रू० या इससे अधिक है, उन्हें 637.50 रूपये मानदेय दिया जाता है । इस प्रणाली में कोई विसंगति नहीं है क्योंकि पूर्वोत्तर कारणों के आधार पर बजट शाखा 4 महीने काम करती है और हिन्दी (बजट) शाखा 3 महीने कार्य करती है ।

Conference of Educational Secretaries of States in Delhi

2072. SHRI R. P. GAEKWAD: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the conference of educational Secretaries of all States held at Delhi during the first week of January, 1983 had focused over the women's education at elementary level and adult education; and

(b) if so, the details of the outcome and steps suggested to attain universal elementary education in the country by 1990?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) the Conference gave serious consideration to the matters relating to education of girls/women, alongwith other important issues.

(b) Copies of the recommendations made by the Conference of Education Secretaries of all States held on 5-6 January, 1983 have been placed in the library of the Parliament for the information of the Members which contain the outcomes and steps recommended for attainment of universal elementary education in the country by 1990.

SC/ST Students in Primary School stage

2074. SHRI BAJU BAN RIYAN: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) the recommendations and suggestions made by the Linguistic Minorities Commission in regard to the medium of instruction for Scheduled Castes and Scheduled Tribes students in primary school stage;

(b) are they being implemented; and

(c) if not, what are the reasons?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. N. THUNGON): (a) to (c) The Linguistic Minorities Commission made the following recommendation:

> "The agreed scheme of safeguards of the primary stage of education provides that arrangements must be made for instruction through the medium of mother-tongue if there are least 40 pupils in the whole school or 10 such pupils in a class/section belonging to a linguistic group desirous of receiving primary instruction through their mother-tongue."

Scheduled Castes children in a State/UT speak mostly the regional language as their mother-tongue. Hence, the problem of imparting instruction to such children at the primary stage is not very acute. The problem relates to the children of Scheduled Tribes. In the entire country, there are more than 1,000 tribal languages/dialects. Many of them do not have their written form of language. While their instruction through their mother-tongue is accepted in principle by all the States/UTs, owing to practical difficulties, the principle cannot be translated into practice easily.

School education including primary education is basically the responsibility of the States and mostly managed by them. However, two national level institutions associated with the Ministry of Education & Culture, viz., National Council of Educational Research & Training (NCERT), and Central Institute of Indian Languages (CIIL), have been making efforts to prepare primers in tribal languages/dialects. CIIL, in particular, has developed bilingual educational programmes for the speakers of tribal languages with initial education imparted in particular tribal language and later gradually transferred to the medium of language of the State. They have taken up 46 tribal languages for linguistic description and material production.

Earned leave Rule for Teachers under Delhi Administration

2075. SHRIMATI PRAMILA DANDAVATE: Will the Minister of EDUCATION AND CULTURE be pleased to refer to the reply given to Unstarred Question No. 1746 on 14 October, 1982 regarding earned leave rule for teachers under Delhi Administration and state:

(a) whether the rule with regard to the earned leave for teachers under Delhi Administration/Aided Schools have been changed; and

(b) if so, what effect and since when?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). A provision of ten days Earned Leave on full-pay during a year, in lieu of 20 days Half Pay Leave, which was admissible to teachers previously, has been made. This facility has been provided since 1.9.1981. The Delhi Administration has already issued instructions to all the concerned Heads of Schools/Officers in this regard on 13.1.1982. Necessary amendment to the Leave Rules is under consideration.

Theft of newly born child from Safdarjung Hospital, New Delhi

2076. SHRI UTTAMRAO PATIL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that one newly born child was stolen from Safdarjung Hospital, New Delhi recently; and

(b) if so, the precautions taken or proposed to be taken by the Government to prevent such thefts?

THE DEPUTY MINISTER FOR HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI): (a) and (b). No newly born child admitted in the Safdarjang Hospital, was stolen but it was reported by a journalist from Itarsi that 3 30 days old child was taken away from the mother sitting in the lawns of the Hospital and the boy was found at Itarsi. A report to this effect was registered in the Police Station.

Security Guards have been posted at all entry points to check incidence of theft.

Report Regarding Sinking of 'Kairali'

2077. DR. KRUPASINDHU BHOI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the report of the judicial inquiry into the sinking of 'Kairali' in 1979 owned by the Kerala Shipping Corporation into the Arabian sea has been received;

(b) if so, the findings thereof;

(c) the compensation paid to next of the kin of the crew who were drowned when the ship sank; and

(d) the action taken or proposed to be taken to ensure that the ships are fit before they sail?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND

TRANSPORT (SHRI Z. R. ANSARI): (a) Yes.

(b) It is held in the report that the ship M. V. Kairali had sunk due to rough seas in adverse weather conditions and that the vessel, when it sailed, was manned by competent officers and crew and she was seaworthy. She was properly loaded and there was no overloading. The report is presently under examination in the Directorate General of Shipping.

(c) The total compensation of Rs. 10,16,297 approximately has already been paid to next of kin of 26 seamen as per National Maritime Board agreement for seamen. In the case of two seamen an amount of Rs. 71,664.30 is reported deposited for payment. For all others and officers the payment is made directly by the owners, as per agreement of Maritime Union of India, and the details are not available with the Government.

(d) The provision of the Merchant Shipping Act and the rules framed thereunder adequately cover the requirements and no additional steps are presently proposed to be taken.

दिल्ली केन्ट स्टेशन में बुकिंग आफिस के माध्यम से ब्रेकवान में नकदी की सुरक्षित व्यवस्था

2078. श्री दया राम शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि उत्तरी रेलवे के सभी रेलवे स्टेशनों में पास बुकिंग और गोदाम घरों से प्राप्त नकदी केवल गार्ड की ब्रेक यान की तिजोरी में केवल स्टेशन-मास्टर सहायक स्टेशन मास्टर के माध्यम से जमा की जाती है;

(ख) यदि हां, तो दिल्ली केन्ट स्टेशन से बुकिंग अधिकारी के माध्यम से नकद किस आधार पर तिजोरी पर रखी जाती है जबकि केवल स्टेशन इन्चार्ज का इस काम से सम्बन्ध है, और

(ग) क्या सरकार का विचार इस मामले में गंभीरतापूर्वक विचार करने का है ?

रेल मंत्री (श्री ए. ब. ए. गनी खान चौधरी) : (क) से (ग) . आम तौर पर बुकिंग, पार्सल और माल कार्यालयों से प्राप्त रोकड़ को तिजोरी में स्टेशन मास्टर/सहायक स्टेशन मास्टर के माध्यम से गाड़ी के ब्रेकयान में रखा जाता है। लेकिन बड़े स्टेशनों पर यह कार्य वाणिज्यिक कारोबार का स्वतंत्र रूप से कार्यभार सम्हालने वाले मुख्य माल पर्यवेक्षक या मुख्य पार्सल बाबू या मुख्य बुकिंग क्लर्क को सौंपा जा सकता है।

दिल्ली छावनी रेलवे स्टेशन पर रोकड़ जमा करने का कार्य मुख्य बुकिंग क्लर्क, जो स्टेशन मास्टर/दिल्ली छावनी स्टेशन के समतुल्य ग्रेड में है, द्वारा किया जाता है। यह व्यवस्था इसलिए की गयी है क्योंकि जिस समय रोकड़ ले जाने वाली गाड़ी अर्थात् 1 डी बी सवारी गाड़ी में रोकड़ जमा कराना होता है उस समय सहायक स्टेशन मास्टर दूसरी गाड़ी अर्थात् 2 डी बी सवारी गाड़ी के ब्लाक परिचालन में व्यस्त होता है और स्टेशन रस्टमा इस गाड़ी द्वारा सेवित यार्ड में तथा साइडिंग में बाह्य कार्य पर व्यस्त होता है।

Scheme of Promotional Avenues for Teachers of Delhi University

2079. SHRI RAM JETHMALANI: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) what are the details of the scheme of promotional avenues finalised for teachers of Delhi University and its colleges;

(b) by when this scheme is going to be implemented;

(c) what is the policy of Government with regard to introducing the

Professor's Grade for outstanding teachers in colleges of Delhi University?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). The University Grants Commission had formulated two schemes for merit promotion of University teachers and College teachers respectively. The scheme for University teachers visualised merit promotion after assessment of Lecturers and Readers to the next higher grades. Upto 1/3rd of the permanent positions of Lecturers and Readers in each Department could be given such promotion at a given time. In the case of College teachers the scheme originally visualised merit promotion for 25 per cent of the total strength of Lecturers in a College to the next higher grade. Subsequently, the commission decided to raise the proportion for such promotion in Colleges also to 1/3rd. These schemes have been circulated to all Universities including Delhi University.

The Delhi University have suggested certain modalities for implementing these schemes in Delhi University and Colleges which have been accepted by the University Grants Commission. These are:—

(i) the University Grants Commission may review the position relating to the promotional avenues in the light of the recent Academic Council and Executive Council resolution and consider the following specific suggestions

(ii) The total number of teachers including those with 15 years' of teaching experience and above but without the Ph.D. Degree and those teachers with Ph.D. Degree and a minimum of 10 years' teaching experience add up to a total of 1677 in all the colleges. Taking into account the 632 teachers who are already in the selection grade, the number of teachers to be covered for promotion under these two categories would be 1045. If we take into account the number of teachers who can be promoted on the basis of 1/3rd of the total eligible teachers, the number would be 1076, which would more than adequately cover all the teachers who qualify under the above mentioned two categories of the University's scheme and also those who have reached the maximum of the Lecturer's scale.

(iii) The University Grants Commission may provide flexibility in fixing the number of positions available for promotion in different colleges in order to accommodate all the teachers who qualify at present For lecturers who have reached the maximum of the 700—1600 scale, we suggest that they may be considered according to the recent decision of the Academic Council and Executive Council. The above suggestions would also apply to the lecturers in the University Departments.

(iv) We also recommend to the Commission that for the future requirements, as and when teachers in 700—1600 grade become eligible for promotion under the above-mentioned two categories, they will be considered for placement in the 1200—1900 grade through the same process of evaluation as will be laid down by the Academic Council and Executive Council. For this purpose necessary adjustments may be made in the overall formula so that no eligible teacher is denied promotion due to non-availability of positions for placement.

(v) In regard to the Readers in the University we recommend that a provision may be made for promotion on the basis of 10 years' experience as Readers to cover 1/3rd of the Readers. The total number of Readers at present in the University is 278 out of which 78 Readers have already completed 10 years of service. The number of Readers who can be considered for promotion would be 93 and is thus quite adequate to cover all the Readers with more than 10 years service. Future requirements for

promotion of Readers would be on the same pattern as for Lecturers mentioned in (iv).

The criteria and process of evaluation for all the above mentioned categories of teachers for the purpose of promotion will be laid down by the Academic Council and Executive Council of the University.

(c) There is no proposal to create posts of Professor in Delhi Colleges at present.

Blood Robbery and Tesratment of Poor People in AIIMS

2080. SHRI RAM VILAS PASWAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there has been a case of blood robbery and illtreatment to the law income and people having no influence in A.I.I.M.S.;

(b) if so, number of such complaints received during the last 3 years, year-wise;

(c) whether there has been cases of collecting blood for the patients whose operation was not conducted and if so, number of such cases during the same period referred in part (b) above; and

(d) whether action has been taken against the persons found responsible and if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) to (d). There has been no case of blood robbery at the All India Institute of Medical Sciences Hospital. Blood is made available to all patients requiring blood transfusion subject to the availability of the specific Group. No distinction is made on ground of financial or social status in the matter of supply of blood. The usual practice is that the relatives of the patients are asked to donate blood prior to surgery and the blood collected in the Blood Bank goes back to the Hospital patients. In case, the relatives of the patients are not able to donate blood, the blood Bank makes every effort to provide the required quantity of blood needed by the patient undergoing surgical procedures. In emergency cases, all the blood requirements are met by the Blood Bank free of cost. While the Institute Hospital collects the required number of blood units from the relatives of the patients prior to surgery, surgical procedures are not conducted in certain cases after the blood is donated due to various reasons such as, infection, deterioration of general condition of the patient or death of the patient.

Robbery in 129 UP Asansol-Varanasi Passenger Train between Kashi and Varanasi Cantt.

2081. SHRI SUBHASH YADAV:
SHRI M. RAM GOPAL REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway passengers of 129 Up Asansol-Varanasi passenger train were robbed of their valuables between Kashi and Varanasi Cantt.;

(b) if so, what are the details of the incident;

(c) whether any compensation was given to the passengers; and

(d) what steps Government propose/taken to stop such recurrences?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHADHURY): (a) Yes.

(b) On 12-12-82, at about 22.50 hours, when 129 Up. passenger train started from Kashi Railway Station, 3 4 miscreants boarded a second class compartment of the train and at the point of pistol and showing knives, robbed passengers of their belongings and cash worth about Rs. 50,000/-. passengers who resisted received stab injuries at the hands of the mis-

creants, who got down from the train when it slowed down between Kashi and Varanasi Block Section. The train was escorted by Government Railway Police personnel. A case No. 696 dated 12-12-82 under Section 394 IPC has been registered by the Government Railway Police, Varanasi. 2 culprits have so far been arrested by the Police.

(c) No.

(d) The following steps are being taken to check such crimes in trains:—

(1) Almost all night trains and other vulnerable trains are being escorted by armed police personnel.

(2) Plain clothes staff of Government Railway Police are deployed to keep an eye on the criminals operating in trains and also to collect intelligence about their activities and movements.

(3) Drives are launched by the Government Railway Police with the cooperation of the District Police to apprehend culprits.

(4) Vigorous investigations of cases are conducted by the Police for the arrest of criminals and recovery of property involved in specific cases.

उत्तर रेलवे लोको शड, टुंडला को सप्लाई किया गया कोयला

2082. श्री दयाराम शाक्य : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) उत्तर रेलवे लोकोशेड टुंडला को प्रतिमास कितनी मात्रा में कोयला सप्लाई किया जाता है, 1982 से जनवरी 1983 तक इस रूप में कुल कितनी मात्रा में कोयला सप्लाई किया गया और उसकी कुल खपत कितनी है;

(ख) क्या सरकार को पता है कि उत्तर रेलवे टुंडला लोको-शेड को सप्लाई किये जाने वाले कोयले की तुलना में उसकी खपत कम है परन्तु अतिरिक्त कोयला भट्टों को कोयला कर्मचारियों के माध्यम से सप्लाई किया जाता है ; और

(ग) क्या सरकार का विचार इस मामले की ओर ध्यान देने का है और इस मामले में गुप्त जांच करके इस बारे में उपर्युक्त कार्यवाही करने का है ?

रेल मंत्री (श्री ए० बी० ए० गनी खान चौधरी): (क) जनवरी, 82 से जनवरी 83 तक की अवधि में उत्तर रेलवे के टुंडला लोको शेड में प्राप्त और जारी किये गये कोयले की मात्रा नीचे दी गई है :—

(मी० टन में)

महीना	प्राप्तियां	निर्गम
1	2	3
जनवरी, 82 . . .	5738.3	6077.5
फरवरी, 82 . . .	6454.6	6264.6

1	2	3
मार्च, 82 . . .	7107.0	6363.4
अप्रैल, 82 . . .	5998.0	6307.8
मई, 82 . . .	5680.1	6069.1
जून, 82 . . .	5868.2	5309.1
जुलाई, 82 . . .	5267.8	5790.6
अगस्त, 82 . . .	5360.4	5500.1
सितम्बर, 82 . .	5553.2	5231.0
अक्तूबर, 82 . . .	6251.4	5482.7
नवम्बर, 82 . . .	6647.1	5661.1
दिसम्बर, 82 .	4930.7	6214.4
जनवरी, 83 . .	8155.7	6310.5
जोड़ . .	79012.5	76580.1

(ख) और (ग). सप्लाई में होने वाली हानि और स्टाक बकाया में वृद्धि या कमी के कारण लोको शेड में प्राप्त किये गये और जारी किये गये कोयले के बीच हमेशा भिन्नता रहती है। लोको शेड को सप्लाई किये गये सभी कोयले का लेखा अति-सावधानी पूर्वक रखा जाता है और उसका उचित रिकार्ड रखा जाता है। कोयला कर्मचारियों के माध्यम से टुंडला लोको शेड से भट्टों को कोयले की सप्लाई के संबंध में रेल प्रशासन के पास कोई रिपोर्ट नहीं है। कोयले की उठाइगिरी कमी के मामलों की जांच की जाती है और कार्रवाई की जाती है।

12 hrs.

SEVERAL HON. MEMBERS: rose.

(Interruptions.)

अध्यक्ष महोदय : कोई सुनने दे तब तो।

Nothing will go on record.

(व्यवधान)

MR. SPEAKER: Nothing is going on record, whatever they say.

(Interruptions) **

अध्यक्ष महोदय : प्रोफेसर साहब, अगर मैंने आपको अलाऊ किया है तो बोलिए।

** Not recorded.

मैंने जब अलाऊ नहीं किया है तो क्यों बोलते हैं ? मैंने आपके मेम्बर को अलाऊ किया है, इनकी मरजी है, बोलना चाहें तो बोलें नहीं तो रहने दें।

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): Sir, this has relation to one thing. Prime Minister declared that she was against corruption. I have given one Calling Attention Motion also. It has come in the *Telegraph* that a dubious deal has been struck by the Department of Electronics.

MR. SPEAKER: I requested you yesterday also that these Calling Attention motions should not be discussed here. You can just come to me and convince me and also get convinced. I have not rejected it. It is under my consideration.

SHRI AMAL DATTA (Diamond Harbour): It is not enough that the country has lost foreign exchange worth Rs. 48 lakhs?

MR. SPEAKER: I cannot do it here. Mr. Amal Datta, you are a new member. You do not know the rules. You can come to me and discuss with me and convince me and also get yourself convinced. Mr. Amal Datta, you do not realise. You are a new member. You should first try to learn the basic rules of procedure. When you have given a notice under Calling Attention, that is under my consideration. I have not rejected it but if you are so vehement about it you can come and see me and then we can decide. I cannot permit all the Calling Attention motions in one day. One day we shall have one Calling Attention motion and there are five working days in a week, so we can have five. Naturally, one by one only we can take them up. I have told you, it is under my consideration and if it is very important we can do it tomorrow but that depends on the priority to be given. That is all.

श्री अटल बिहारी वाजपेयी : (नई दिल्ली) : आसाम के बारे में हमने काम रोको प्रस्ताव दिया है।

अध्यक्ष महोदय : मेरी बात सुन लीजिये।

श्री अटल बिहारी वाजपेयी : वहां स्थिति बिगड़ गई है।

MR. SPEAKER: But the Home Minister is going to make a staement.

SHRI ATAL BIHARI VAJPAYEE: But we should be given an opportunity to discuss it.

अध्यक्ष महोदय : जैसा कि पहले होता है, वैसे ही हम फालो करेंगे। आपके कहने से कोई फर्क नहीं पड़ता है। मुझे ग्रेविटी आफ दी सिचुएशन पता है। जो कुछ मैं कर सकता था, मैंने कर दिया है। टेटमेंट के बाद जो रूल्स होते हैं, उनको हम फालो करेंगे।

The Home Minister is ready with the statement....I have not allowed anybody. एक मिनट में मेरे पास कोई जादू नहीं है।

श्री अटल बिहारी वाजपेयी : हम सरकार की निन्दा करना चाहते है।

अध्यक्ष महोदय : इस तरह से नहीं कर सकते।

PROF. MADHU DANDAVATE (Rajapur): Sir, why don't you allow me to make a submission? I have a submission to make in connection with what you have said and

that will be the procedure set for all times to come. You were happy to make an announcement that you would ask the Minister concerned to make a submission but we humbly want to bring to your notice that whenever there is any grave situation in which there is failure of the Government it is the right of the Opposition members to move an adjournment motion because we want to censure the Government but you are every time side-tracking the adjournment motion. (*Interruptions*).

MR. SPEAKER: No the objection is not valid. We have already discussed it.

PROF. MADHU DANDAVATE: Sir, is it your decision not to admit any adjournment motion?

श्री रशीद मसूद (होशंगाबाद) : इससे ज्यादा संगीन मामला क्या हो सकता है ?

अध्यक्ष महोदय : हम पहले ही डिस्कस कर चुके हैं ।

जब होता है तब होता है । जब नहीं होता है तो नहीं होता है । जो हो सकती है बात वह होती है ।

PROF. MADHU DANDAVATE: How many deadbodies do you want to make the adjournment motion fit enough to be taken up?

श्री अटल बिहारी वाजपेयी : अध्यक्ष जी, फौज को बुलाना कोई मामूली फैसला नहीं है । सारी ब्रह्मपुत्र घाटी को फौज के हवाले कर दिया गया है ।

PROF. MADHU DANDAVATE: Before he makes a submission I want to ask: Is it not a fit case for an Adjournment Motion when the army has been called and the area has been announced as a disturbed area? According to you, it is a fit case or not?

MR. SPEAKER: We have already discussed it; we are again going to discuss it.

Shri Indrajit Gupta.

SHRI INDRAJIT (Basirhat): At the conclusion of tomorrow's sitting the House will adjourn and there will be no sitting for 10 days. The events in Assam are very tragic, I agree. But we would also like to have some scope for some discussion and hear the statement also on the latest situation in Punjab. We don't want Punjab to become another Assam.

MR. SPEAKER: We are going to discuss it in the Business Advisory Committee today.

SHRI INDRAJIT GUPTA: It is being discussed in the other House today; we don't want to be left behind. It is a very serious matter.

अध्यक्ष महोदय : मुझे पता नहीं है ।

श्री अटल बिहारी वाजपेयी : (नई दिल्ली) : अध्यक्ष जी, पंजाब के बारे में मेरा एक पुराना प्रस्ताव पड़ा हुआ है, उस पर भी चर्चा होनी चाहिये ।

अध्यक्ष महोदय : देख लेंगे । आज आप बिजनेस एडवाइजरी कमेटी में आयेंगे, बात कर लेंगे ।

श्री अटल बिहारी वाजपेयी : पंजाब के बारे में फैसले सदन के बाहर सुनाये जा रहे हैं ।

अध्यक्ष महोदय : कौन से फैसले सुनाये जा रहे हैं, बाहर ?

श्री अटल बिहारी वाजपेयी : अकालियों की धार्मिक मांगें मानने के बारे में हम खिलाफ नहीं हैं, लेकिन जब सदन की बैठक हो रही है, प्रधान मंत्री गुरुद्वारे जाने के बजाय यहां आकर ऐलान कर सकती थीं ।

SHRI INDRA JIT GUPTA: What happened to your assurance which

you made day before yesterday that you would allow discussion on that matter which I have raised, about the surreptitious raising of the coal prices?

MR. SPEAKER: I have already admitted that motion.

SHRI INDRAJIT GUPTA: Thank you.

MR. SPEAKER: I never go back on my word. It is a question of when you find the time.

श्री रामावतार शास्त्री (पटना) : झा जी, जमशेदपुर में फिर साम्प्रदायिक दंगा हो गया है । एक बयान तो दे दें गृह मंत्री जी, की क्या लेटेस्ट पोजिशन है ?

अध्यक्ष महोदय : बैठिये आप ।

DR. KRUPASINDHU BHOI (Sambalpur); I have given a Calling Attention Notice about corruption in West Bengal. In the name of development corruption has grown deeprooted in West Bengal.

SHRI SATYASADHAN CHAKRABORTY: I challenge him. How can he give Calling Attention on a situation in West Bengal. It is a State subject.

MR. SPEAKER: You are an elderly person. Why are you shouting like this?

(*Interruptions*)

SHRI CHANDRAJIT YADAV (Azamgarh): I spport the submission made by Shri Indrajit Gupta. The House is adjourning for 10 days. In regard to the situation in Assam and Punjab, you should try to see and find out some method by which we can discuss these matters before we adjourn. It is not only the Home Minister's statement; there are other issues which we want to discuss.

MR. SPEAKER: We are having the meeting of the Business Advisory Committee. We are meeting at 3.30 P.M. today. It is being discussed in the Business Advisory Committee. Otherwise what is the Business Advisory Committee for? I am at its disposal; the House is at its disposal.

SHRI ATAL BIHARI VAJPAYEE: Why don't you admit our adjournment motion on Assam tomorrow?

MR. SPEAKER: We have already discussed it a few days back.

SHRI ATAL BIHARI VAJPAYEE: The situation has further deteriorated.

MR. SPEAKER: As an when it comes we shall take it up.

अध्यक्ष महोदय : चैम्बर में आ कर बात कीजिये, मुझसे ।

श्री बाबूराव परांजपे (जबलपुर) : अध्यक्ष जी, कार्य स्थगन प्रस्ताव के बारे में कोई नियम या मापदण्ड तो बना लिया जाये । यह कोई तरीका नहीं होता है ।

MR. SPEAKER: There are rules. you read them.

SHRI HARIKESH BAHADUR (Gorakhpur): **

MR. SPEAKER:

अध्यक्ष महोदय : रोज बजट आ रहा है, रोज सेंशर करो, आपकी हिम्मत चाहिये ।

No. I am not allowing it.

Don't record.

SHRI HARIKESH BAHADUR: Sir, I want one clarification from you.

MR. SPEAKER: Not allowed.

(*Interruptions*)**

**Not recorded.

श्री राम विलास पासवान (हाजीपुर) : अध्यक्ष महोदय, मैंने एडजानमेंट मोशन दिया है, असम में नरसंहार हो रहा है.....

MR. SPEAKER: Not allowed.

(व्यवधान)**

SHRI HARIKESH BAHADUR: Why should it not be allowed?

SHRI KRISHNA CHANDRA HALDER (Durgapur): Sir, what amount the Centre has sanctioned for the State of West Bengal?....

MR. SPEAKER: Not allowed.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, आपने असम के बारे में एक अपील की थी, सारे सदन ने उसे स्वीकार किया था । हम असम के सवाल को पार्टी का सवाल नहीं बनाना चाहते, लेकिन एडजार्नमेंट मोशन के लिये और कितनी स्थिति बिगड़नी जरूरी है ? पहले इन्होंने चुनाव कराये, फिर इन्होंने अलग सरकार लादी ।

(व्यवधान)

श्री राजनाथ सोनकर शास्त्री (संदपुर) : आप चाहते हैं कि वाकआउट किया जाये ?

(व्यवधान)

MR. SPEAKER: This can't be allowed under the rule. I can't... 12.10 hrs.

(At this stage, some hon. Members left the House)

12.12 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATIONS UNDER ESSENTIAL COMMODITIES ACT, 1955.

THE MINISTER OF AGRICULTURE (RAO BIRENDRA SINGH): I beg to lay on the Table a copy of the following Notifications (Hindi and English versions) under sub-section(6) of section 3 of the Essential Commodities Act 1955:—

(i) The Fertiliser (Control) (Amendment) Order, 1983 published in Notification No. G.S.R. 16(E) in Gazette of India dated the 7th January 1983.

(ii) G.S.R. 46(E) published in Gazette of India dated the 31st January, 1983 containing Order making certain amendments to the order published in Notification No.G.S.R. 627(E) dated the 16th November, 1979.

[Placed in Library *See* No. LT—5969/83]

Marchant Shipping (Examination of Dredge Driver and Dredge Engineers) Rules 1982, Solatium Fund Scheme 1982 Notification Under Major Past Trust Act, 1963 Annual Report of and Review on the working of Cochin shipyard Limited Cochin Mogul Line Ltd., Bombay for 1981-82.

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): I beg to lay on the Table:—

(1) A copy of the Merchant Shipping (Examination of Dredge Driver and Dredge Engineers) Rules, 1982 (Hindi and English versions) published in Notification No. G.S.R. 774(E) in Gaztte of India dated the 30th December 1982 under sub-section(3) of section 458 of the Merchant Shipping Act, 1958.

[Placed in Library *See* No. LT—5870/83]

(2) A copy of the Solatium Fund Scheme, 1982 (Hindi and English

versions) published in Notification No. S.O. 800(E) in Gazette of India dated the 12th November, 1982 under sub-section(4) of section 133 of the Motor Vehicles Act, 1939.

[Placed in Library *See* No. LT—5971/83]

(3) A copy of Notification No. G.S.R. 59 (Hindi and English versions) published in Gazette of India dated the 15th January, 1983 approving the Tuticorin Port (Authorisation of Pilots) Amendments Regulations 1981, framed by the Board of Trustees of the Port of Tuticorin in exercise of the powers conferred by the Major Port Trusts Act, 1963; under sub-section (4) of section 124 of the said Act.

[Placed in Library *See* No. LT—5972/83].

(4) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(a) (i) Review by the Government on the working of the Cochin Shipyard Limited, Cochin; for the year 1981-82.

(ii) Annual Report of the Cochin Shipyard Limited Cochin, for the year 1981-82 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library *See* No. LT—5973/83].

(b) (i) Review by the Government on the working of the Mogul Line Limited, Bombay; for the year 1981-82.

(ii) Annual Report of the Mogul Line Limited, Bombay; for the year 1981-82 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library *See* No. LT—5974/83].

SUGAR CESS RULES, 1982, REVIEW ON AND ANNUAL REPORT OF DEVELOPMENT COUNCIL FOR SUGAR INDUSTRY FOR 1981-82 AND A STATEMENT FOR DELAY

THE MINISTER OF STATE OF THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI BHAGWAT JHA AZAD): I beg to lay on the Table:—

(1) A copy of the Sugar Cess Rules 1982 (Hindi and English versions) published in Notificataion No. G.S.R. 720(E) in Gazette of India dated the 25th November, 1982 under sub-section (3) of section 6 of the Sugar Cess Act, 1982.

[Placed in Library *See* No. LT—5975/83].

(2) A copy of the Annual Report (Hindi and English versions) of the Development Council for Sugar Industry for the year 1981-82, under sub-section (4) of section 7 of the Industries (Development and Regulation) Act, 1951:—

(3) A statement (Hindi and English versions) regarding Review by the Government on the working of the Development Council for Sugar Industry for the year 1981-82.

(4) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library *See* No. LT—5976/83].

ANNUAL REPORT OF AND REVIEW ON THE WORKING OF THE SCHOOL OF BUDDHIST PHILOSOPHY, LEH-LADAKH FOR 1981-82 AND A STATEMENT FOR DELAY.

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): I beg to lay on the Table:—

(1) (i) A copy of the Annual Report (Hindi and English versions) of

the School of Buddhist Philosophy, Leh-Ladakh for the year 1981-82.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the School of Buddhist Philosophy, Leh-Ladakh for the year 1981-82.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library *See* No. LT—5977/83].

Annual Report of and Review on the working of Nationel Seeds Corporation Ltd., New Delhi for 1981-82, Andhra Pradtsh State Agro Industries, Development Corporation Ltd., Hyderabad for the period under 30th June and a Statement for delay

THE DEPUTY MINISTER IN THE MINISTRY OF WORKS AND HOUSING (SHRI MOHAMMED USMAN ARIF): I beg to lay on the Table:—

(1) A copy each of the following papers (Hindi and English version) under sub-section (1) of section 619A of the Companies Act, 1956:—

(i) Review by the Government on the working of the National Seeds Corporation Limited, New Delhi, for the year 1981-82.

(ii) Annual Report of the National Seeds Corporation Limited, New Delhi, for the year 1981-82 along with Audited Accounts and the comments of the Comptroller and Auditor General theron.

[Placed in Library *See* No. LT—5978/83].

(2) A copy each of the following papers (Hindi and English versions) under Section 619A of the Companies Act, 1956:—

(i) Review by the Government on the working of the Andhra Pradesh State Agro Industries Development Corporation Limited, Hyderabad for the year ended 30th June, 1979.

(ii) Annual Report of the Andhra Pradesh State Agro Industries Development Corporation Limited, Hyderabad, for the year ended 30th June, 1979 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(3) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library *See* No. LT—5979/83].

Annual Report of and Review of on the workig of Indian Medicines Pharmaseutical Corporation Ltd., Ranikhet for 1980-81 and a Statement for delay

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI): On behalf of Shrimati Mohsina Kidwai, I beg to lay on the Table:—

(1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(i) Review by the Government on the working of the Indian Medicines Pharmaceutical Corporation Limited, Ranikhet, for the year 1980-81.

(ii) Annual Report of the Indian Medicines Pharmaceutical Control ration Limited, Ranikhet, for the year 1980-81 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(2) A Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library *See* No. LT—5980/83].

Annual Report of Review on the working of Karnataka Dairy Development Corporation Ltd., Bangalore for 1978-79, and a statement for delay

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI YOGENDRA MAKWANA): I beg to lay on the Table:—

(i) Review by the Government on papers (Hindi and English versions) under section 619A of the Companies Act, 1956:—

(i) Review by the Government on the working of the Karnataka Dairy Development Corporation Limited, Bangalore, for the year 1978-79.

(ii) Annual Report of the Karnataka Dairy Development Corporation Limited Bangalore, for the year 1978-79 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

(Placed in Library. See No. LT-5981/83).

Annual Report of Annual Accounts, Audit Report and Review on the working of Chittaranjan National Cancer Research Centre, Calcutta for 1981-82

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI): I beg to lay on the Table:—

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Chittaranjan National Cancer Research Centre, Calcutta for the year 1981-82.

(ii) A copy of the Review (Hindi and English versions) of the Chittaranjan National Cencer Research Centre, Calcutta, for the year 1981-82.

(2) A copy of the Annual Accounts (Hindi and English versions) of the Chittaranjan National Cancer Research Centre, Calcutta, for the Year 1981-82 together with Audit Report thereon.

[Placed in Library. *See* No. LT—5982/83].

Annual Report of and Review on the working of Central Social Welfare Board, Kendriya Vidyalaya Sangathan, New Delhi, Bal Bhavan Society (India) New Delhi, Central Tibetan Schools Administration New Delhi, National Institute of Public Co-operation and Child Development, New Delhi, for 1981-82 and statements for delay.

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): I beg to lay on the Table:—

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Central Social Welfare Board for the year 1981-82 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Central Social Welfare Board for the year 1981-82.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above [*Placed in Library. See No.* LT—5983/83].

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Kendriya Vidhalaya Sangathan, New Delhi, for the year 1981-82 along with Audited Accounts.

(ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Kendriya Vidyalaya Sangathan New Delhi, for the year 1981-82.

(4) A statement (Hindi and English versions) showing reasons for

delay in laying the papers mentioned at (3) above.
[Placed in Library. *See* No. LT—5984/83].

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Bal Bhavan Society (India), New Delhi, for the year 1981-82.

(ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Bal Bhavan Society (India), New Delhi for the year 1981-82.

(6) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

(7) A statement (Hindi and English versions) showing reasons for not laying the Audited Accounts along with Annual Report.
[Placed in Library. *See* No. LT—5985/83].

(8) (i) A copy of the Annual Report (Hindi and English versions) of the Central Tibetan Schools Administration, New Delhi, for the year 1981-82.

(ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Central Tibetan Schools Administration, New Delhi, for the year 1981-82.

(9) A copy of the Annual Accounts (Hindi and English versions) of the Central Tibetan Schools Administration, New Delhi, for the year 1981-82 together with Audit Report thereon.

(10) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (8) and (9) above.
(Placed in Library. See No. LT-5896/83].

(11) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Public Co-operation and Child Development New Delhi, for the year 1981-82.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Institute of Public Cooperation and Child Development, New Delhi, for the year 1981-82.

(12) A copy of the Annual Accounts (Hindi and English versions) of the National Institute of Public Corporation and Child Development, New Delhi, for the year 1981-82 together with Audit Report thereon.

(13) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (12) above. [*Placed in Library See No.* LT—5987/83].

12.15 hrs.

COMMITTEE ON SUBORDINATE LEGISLTURE

Sixteenth Report

SHRI MOOL CHAND DAGA (Pali): I beg to present the Sixteenth Report (Hindi and English versions) of the Committee on Subordinate Legislation.

PANEL OF CHAIRMEN

MR. SPEAKER: I have to inform the House that consequent upon their appointment as Ministers, Sarvashri V. N. Gadgil and S. M. Krishna had ceased to be Members of the Panel of Chairmen. Under Rule 9(1) of the Rules of Procedure and Conduct of Business in Lok Sabha, I have nominated the following persons as Members of the Panel of Chairmen to fill these vacancies:

(1) Shri F. H. Mohsin

(2) Shri R. S. Sparrow

MR. SPEAKER: I have received a suggestion that the Lunch Hour may be dispensed with today so as to provide more time for Railway Budget discussion.

Is it the sense of the House that the Lunch Hour be dispensed with today?

SEVERAL HON. MEMBERS: Yes.

MR. SPEAKER: Lunch Hour is dispensed with today.

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): Sir, something gruesome is happening in Assam. Please allow us to register our grievances. The Government must let us know what action they are taking to prevent all these things.

MR. SPEAKER: He is making a statement.

(*Interruptions*)

श्री हरीश कुमार गंगवार (पीलीभीत) : संसद-सदस्यों को पीटा जा रहा है,

(व्यवधान)

अध्यक्ष महोदय : इन्वैस्टीगेशन हो रहा है, वह सुनिये।

THE MINISTER OF HOME AFFAIRS (SHRI P. C. SETHI): Sir, a point has been raised that Punjab is being discussed in the other House today. it is not a fact. But Punjab is coming there in the form of 'Calling Attention' tomorrow.

I am in your hands; if you fix up a discussion here also, I would attend it.

MR. SPEAKER: We shall.

SHRI INDRAJIT GUPTA (Basirhat): Then, you will say that you cannot be in two places at the same time.

SHRI P. C. SETHI: I will be here; the Minister of State will be in the other House.

SHRI KRISHNA CHANDRA HALDER (Durgapur): Not only a discussion, we want an assurance that the Bengalis and other minorities will be able to live peacefully in Assam.

12.17 hrs.

STATEMENT *RE.* INCIDENTS IN ASSAM

THE MINISTER OF HOME AFFAIRS (SHRI P. C. SETHI): Mr. Speaker, Sir, with deep anguish, I have to state that according to the information available on the night of March 1/2, a mob of about 1,000 in Hathikuli area of Teok Police Station in Sibsagar district set fire to about 30 houses and killed about 24 fishermen and injured 32 others including women and children. On receipt of information, S. P. and other high police officials rushed to the spot. When they were returning, they were attacked by violent crowd of about 500 with lethal weapons near Dumia village. The police resorted to firing in which 2 persons were killed. A case has been registered and 13 miscreants have been arrested.

In another incident on 2nd March at Madhvapura police outpost in Police Station Kamrup in Nowgaon district, a mob attacked the post. One ASI was killed. Police opened fire and three persons were killed. The mob went to another village nearby and set fire to some houses. The police rushed there and opened fire to control the situation in which three persons were killed.

The army has been called in and intensive patrolling is continuing. It has been learnt on telephone that certain areas in 7 districts have been declared disturbed under the Assam Disturbed Areas Act and Army inducted in these areas. Precise details are awaited.

Government are taking all possible steps to see that peace and normalcy is restored as early as possible. Once again, I would appeal that the need of the hour is to see that passions are not aroused and bitterness avoided.

PROF. MADHU DANDAVATE (Rajapur): Sir, I have one submission to make. We are glad that the hon. Minister made a *suo motu* state-

[Prof. Madhu Dandavate]

ment. We are happy that he respected the sentiments of the House, but a new situation has developed and we would like that this statement be taken into account so that on all the post-election situations that have developed, our viewpoints can be expressed before the House.....(*Interruptions*) and you should find some time.

MR. SPEAKER: If you are able to find time, I have no objection.

PROF. MADHU DANDAVATE: Kindly use your good offices.

MR. SPEAKER: I will, my good offices are always at your command.

PROF. MADHU DANDAVATE: And we are prepared to use our bad office to give a notice, and you use your good office to admit the same.....(*Interruptions*).

SHRI INDRAJIT GUPTA (Basirhat): The Home Minister in these statements should also cover and give some information to the House about the report that thousands of refugees have gone out of Assam, some into Arunachal Pradesh, and some into North Bengal, and they are still going. Who is looking after them? What is their condition? We should be told about that; there is not a word about that....(*Interruptions*).

SHRI P. C. SETHI: It is a fact that some people have crossed over to Bengal and a few thousand people have crossed over to Arunachal Pradesh also. But we have now taken up the matter with the Assam Government to put up relief camps in the border areas, so that these people can return back to their places. At the moment, there are about 145 camps running in Assam, in which 2.32 lakh people are getting relief....(*Interruptions*)

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): Just one minute, Sir. You will notice that I have been shouting for the last three days about refugees. Already 17000 refugees are the victims of 1982 disturbances...(*Interruptions*).

MR. SPEAKER: Why don't you understand?

SHRI SATYASADHAN CHAKRABORTY: Twenty-two thousand new refugees have crossed over; it is an enormous economic burden on the State of West Bengal.

MR. SPEAKER: This is not a discussion now, we will take it up when it comes.

SHRI SATYASADHAN CHAKRABORTY: Tomorrow we discuss it.

MR. SPEAKER: I don't know.

12.20 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANT

Power Shortage in various States

SHRI CHITTA BASU (Barasat): Sir, I call the attention of the Minister of Energy to the following matter of urgent public importance and request that he may make a statement thereon:

> "Reported power shortage in various States in the country and steps taken by the Government in the matter."

THE MINISTER OF ENERGY (SHRI P. SHIV SHANKAR): Sir, Hon'ble Members will be happy to know that there has been an increase in generation in the country by 7 per cent during April 1982—February 1983. The actual generation during this period was 119.75 billion units against 112.2 billion units for the corresponding period in the preceding year. In view of this increased generation, it has been possible to reduce the overall shortage. The shortage during the period April '82—January '83 was only 3.6 per cent as compared to 10.3 per cent for the corresponding period in the preceding year.

In the current financial year a target of producing 132 billion units of energy has been fixed which is about 7 per cent higher than last

year. For the period April 1982 to February, 1983, the target fixed for thermal and hydro generation has been achieved whereas there is a shortfall in nuclear generation due to outage of RAPP machines. For the year as a whole it is expected that the energy production will be about 131 billion units.

The thermal component in the total installed capacity is about two thirds and, therefore, considerable attention has been given to improve the performance of the thermal power stations. I am glad to inform that the plant load factor in the current year from April, 1982 to January, 1983, has already improved to 48.9 per cent as against 45.8 per cent in the corresponding period last year. The plant load factor of some of the new 200/210 MW generating units in the recent months has even exceeded 70 per cent. In the month of January, 1983, the combined plant load factor of thermal stations has already reached a level of 52.7 per cent. I am hopeful that as a result of various measures taken by the Ministry and the State Electricity Boards, the present performance level will not only be maintained but improved upon in the coming months.

Members are already aware that there has been failure of monsoons in many parts of the country. The effect of failure of monsoons is two fold. In addition to the reduction in hydel generation there is also a spurt in the pumping load.

In the Southern Region except for Andhra Pradesh other States are experiencing power shortages of varying degrees on account of failure of the monsoons. The power position in Tamil Nadu was comfortable till October 1982. Due to the failure of the monsoons, however, the availability came down and the State has been facing power shortage. Kerala which used to be surplus in power and rendered assistance to Tamil Nadu and Karnataka has gone into deficit due to failure of the monsoons. The power shortage in Karnataka is about 25 per cent. The State is getting an assistance of about 100 MW from Maharashtra.

In case of Western Region, the overall increase in generation in the current year has been about 6 per cent though the hydel generation has been adversely affected in the States of Gujarat and Madhya Pradesh because of inadequate monsoons. The step-up in generation has been possible by the improved performance of the thermal power stations which have recorded an increase of about 15 per cent. Consequently Gujarat, Maharashtra and Madhya Pradesh could meet the new demands without recourse to additional powre cuts.

In the Northern Region in the current year, till February, 1983, the increase in generation is of the order of 13 per cent. In U.P., the increase has been as much as 22.7 per cent during the period April '82 to January 1983. Punjab has also registered an improvement of 21.9 per cent. In case of Rajasthan the position has aggravated because of the outages of RAPP generating units and delayed commissioning of 110 MW unit at Kota. On an average the State has been given an assistance of 2-3 million units per day from Central Sector power stations and Madhya Pradesh. In Haryana, the performance of Panipat and Faridabad Thermal Power Stations had not been satisfactory and the State had been facing occasional shortage of power. But the position has since improved.

12.23 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

In the Eastern Region, which is predominantly dependent on the thermal generation, the total generation upto February, 1983 was more because of the increase in thermal generation by 5.5 per cent compared to corresponding period of the preceding year. But power shortage continues in West Bengal and Bihar in spite of increase in generation. The position in West

[Shri P. Shiv Shanker]

Bengal would have been better if Santaldih Power Station had functioned satisfactorily and the new 210 MW unit at Bandel brought promptly into regular operation. There was some improvement in power generation at Patartu Power Station in Bihar during the year. Even then the requirement could not be fully met resulting in day-to-day load shedding, depending on the availability. Steps have been taken by Government to improve the performance of Patratu and Baruni thermal stations so that the level of generation of these two stations can be further improved. Central Electricity Authority is closely monitoring action taken in this regard. Orissa was adversely affected because of failure of monsoons, as the State is predominantly dependent on hydel generation. This was in spite of the fact that the thermal generation in Orissa was 33 per cent higher in the period April 1982 to January 1983 compared to the same period of the preceding year.

In the North-Eastern Region, the power position is comfortable.

As Hon'ble Members would appreciate from the foregoing account, there has been an overall improvement in the power situation, though there are areas facing acute power shortage. I would like to reassure the Hon'ble Members that, as always, the requirements of agricultural sector are being given high priority. Joint teams of officials from the concerned Central Ministries are deputed to verify at first hand the power supply situation in different districts. The State Governments have also accepted the imperative need to maximise power supply to the agricultural sector during the crop season. The beneficial impact of the attention which the country has paid to irrigation in successive Plans is borne out from the fact that the loss of agricultural production during 1982-83 has been relatively limited in comparison with the severity of the drought.

We are confident that we will be able to maintain the tempo of improvement in the coming months. With the Contribution which will be available from the new generating capacity which is being added, and given a normal monsoon, I expect that the power position in most parts of the country will be comfortable this year.

SHRI CHITTA BASU: At the outset...

MR. DEPUTY SPEAKER: I was looking into the rules just now. I am reading it for the information of the House and of Shri Chitta Basu also. It says:

> "The total time taken on a Calling Attention on a day should not be more than half-an-hour. For asking clarificatory questions the member who Calls attention should not take more than about three minutes and the other four members about two minutes each."

SHRI CHITTA BASU: I have read it many times.

MR. DEPUTY SPEAKER: I was only reading it.

SHRI CHITTA BASU: Please check up your records to see how much time you had allotted on earlier occasions....

MR. DEPUTY SPEAKER: I know you will quote precedents. I am only quoting the rules.

SHRI CHITTA BASU: I do not know why you have quoted when I have just started.

MR. DEPUTY SPEAKER: For the information of the House, I said—not for you.

SHRI INDRAJIT GUPTA (Basirhat): Sir, this is a very favourite rule of yours.

SHRI CHITTA BASU: Every Member knows it.

At the outset, I have to express my regret and say in all humility that the Minister's statement is not at all related to the actual reality regarding

power situation. As a matter of fact, the statement seeks to cover up the acute crisis in power in almost all the States, not to mention any particular State.

I want to justify this comment. For that reason, I would week your indulgence to quote certain figures. Even in today's statement, a tall claim has been made, that the situation is not as disappointing as it appears to be. As a matter of fact, it appears to be the habit with the Minister of Energy always to make certain claims which he subsequently cannot substantiate. He mentioned about the capacity utilization. Let us go by facts. The capacity utilization in thermal plants was very dismal, viz. 43 per cent in August 1982, compared to nearly 49 per cent in April and July. You have to take into account the fact that capacity utilization was of the order of 56 per cent in 1976-77.

Therefore, I do not know how the Minister has got emboldened to claim that the situation is not as serious as it appears to be. The capacity utilization has exhibited a decline and there is no possibility of further increase in the capacity utilization. If you look at the augmentation of total installed capacity, you and the House will be disappointed on this score also. On this again, there has been no significant progress. I think Mr. Shiv Shankar would take note of it.

In the first year of the 6th Plan, the increase was only 1,823 MW against the target of 2,167 MW. He claims that there has been an improvement. In the second year of the 6th Plan, the increase was only by 2,176 MW. Do you know the secret of it? By that time, they lowered the earlier target from 4,087 MW to 3,212 MW. They not only want to achieve the target but in order to improve their efficiency or in order to say that they are very much serious about it, they reduced the target; and that reduced target of 3,212 MW could not be reached and yet he claims that the situation has improved. In the third year of the 6th Five Year Plan, the target was again reduced—we cannot conceive of a position like that—from 4,055 MW to 3,082 MW. What had been the achievement? As far as my information goes, not more than one-third of the revised figure has been added in the first six months of 1982-83. Therefore, the 6th Five Year Plan target is not going to be achieved on the energy front. I do not know what would be the reaction of the House. Now, the Minister has not only to explain how the 6th Five Year Plan target has not been achieved or is not going to be reached but also why the targets were reduced not only once but several times. And, even after the reduction of the target, this Ministry, or this Government could not reach the reduced target! Have they got any currency? How can they explain it to the people? And yet, they come here and make a statement like this, saying that the 'situation is not as serious as it appears to be'. Sir, I do not blame my friend, Mr. Shiv Shankar. He alone is not responsible for this.

SHRI SOMNATH CHATTERJEE (Jadavpur): Mr. Ghani Khan Chaudhuri.

SHRI CHITTA BASU: I do not hold him also responsible for this. The situation is like that.

I would only give you the record, from the First Five Year Plan to the Sixth Five Year Plan. This, I quote from the *Economic Times* review of the 20th January this year. They brought out a special issue and reviewed the power situation. Sir, I have got no time as you have already read out the notice. I only want to show this to the House, that right from the First Five Year Plan till today there have been shortfalls in the execution of the Plans. This is a criminal act on the part of the Government, particularly on the question of power, because on power depends the development of our country's industrial production and our prosperity. Look at this.

[Shri Chitta Basu]

In the first Five Year Plan the shortfall was of the order of 15.9 per cent. In the Second Plan it was 35.8 per cent, in the Third Plan it was 33.19 per cent, and in the Annual Plans during 1966 to 1969 it was 19.3 per cent, in the Fourth Plan the shortfall from 1969 to 1974 was 54.2 per cent. During the period 1974 to 1979 the shortfall was 18.4 per cent, in 1980-81 it was 32.5 per cent, in 1981-82 it was 32.3 per cent and in 1982-83 it was 54 per cent. Therefore, Sir, right from the day of starting the planned economy in our country there have been constant shortfalls in the Plan target so far as the execution of power generation projects are concerned.

Sir, would you like it if I say that this is a criminal act of negligence? It is an act to subvert the Plan, to scuttle the Plans, and this is an act for which the country cannot forgive the Government.

Now, let us come to the existing situation. The Government claims that there has been a reduction in the gap between the total demand and the supply. I admit that there has been some reduction. Let us also take a look at it. In 1979-80 the gap between supply and need was 16.1 per cent, in 1980-81 it has been reduced to 12.6 per cent, in 1981-82—according to the Government—it is 10.5 per cent. Therefore, I admit that there has been a reduction in the gap but the reduction is only of 6 per cent. i.e., from 16.1 per cent in 1979-80 it has come to 10.8 per cent in 1981-82. And, you would agree—you will have to agree—with me that even today there is a gap of 10.5 per cent between the total requirements of power and the total capacity to supply.

Sir, estimates say that this is a big gap, and again some estimates—of course, non-official estimates—say that the demand for power is expected to grow by 11.9 per cent per annum during the Sixth Plan and even faster than that in subsequent years, i.e. 10.5 per cent on the existing shortfall and again about 11.9 per cent every passing year. It comes to a situation where there will be a shortfall of about 22 or about 29 per cent of the total requirement. This is the situation with which we are confronted today. You can well understand how critical is the power situation which we are facing today.

According to a review made by the FICCI, by the turn of the century, the overall demand for electric power is expected to be around 457.4 billion units, which means four-fold increase during the coming 20 years. I do not say whether it is correct or not. But FICCI is a responsible organisation. According to their assessment, the need cannot be met unless we take appropriate measures to increase power generation four-fold. Placed in this situation, the hon. Minister comes and makes a statement which smacks of self-complacency. Even assuming that there will be 10 per cent shortfall in power generation, the total loss to the national production will be Rs. 19,000 crores. This is the situation in which we have been placed.

As I come from the eastern region of this great country, certain facts are to be conveyed to the House as to the neglect to which this eastern region has been subjected to in the matter of planning and generation of power. There is a deficit all over the country in the availability of power. Let us also have some time to know what has been happening in the eastern and north-eastern regions of the country.

The deficit in power in the eastern region including Bihar, Orissa and West Bengal was of the order of 24.8 per cent in 1980-81 as against the national average of 12.6 per cent. During the same period, the shortage in the northern region was around 13.4 per cent, in the western region 11.6 per cent and I am happy to say that it was

only 5.2 per cent in the southern region. May I say that the eastern region has been constantly, cotinually, and perpetually neglected in the matter of power generation leading to distortion. Would they remove this distortion? Shall the Ministry take into account this distortion which has been created?

The increase in power generation during 1951 and 1981 was 713 MW in the eastern region, 2284 MW in the northern region, 1896 MW in the southern region and 1406 MW in the western region. Again a criminal negligence with regard to eastern region of this country.

I am feeling unhappy that these figures I have to quote in the House, If these distortions are not removed and if only West Bengal Government is accused, times without number, that the power scarcity is there and, therefore, they are to be punished, these are the figures which show what has been the magnitude of the criminality. The Central Government with regard to the power planning in easter region included Bihar. I also seek friendship so that they may not separate us. These facts clearly demonstrate that the situation is very critical and the Government should take adequate steps to see that this power generation is stepped up as quickly as possible in the interest of the country's progress and prosperity. I only want to know from the hon. Minister these small questions. What particular steps the Government proposes to take during the remaining period of the Sixth Five Year Plan to set up generation as targeted? I am very much disturbed and perturbed to find in the Press report that the Government is likely to take certain decisions for abandoning certain projects for power generation. Would the hon. Minister assure the House that no project will be abandoned during the remaining period of the Sixth Five Year Plan and, if possible, new projects will be taken up for the generation of power? This is my first question. My second question is that there are inefficiencies or something of that order in the State Electricity Boards. The Rajadyaksha Committee made certain recommendations. May I know what steps the Government have so far taken for improving the functions of the State Electricity Boards, particularly with regard to capacity utilisaion and whether this matter has been taken up with the State Governments so that and amicable solution can be arrived at in matters relating to the improvement of the functioning of the State Electricity Boards? May I know whether the Government are aware of the fact that in various states the power tariffs have been increased or are going to be creased? According to me it is arbitrary. There was a recommendation from the Rajyadyaksha Committee that a Bureau of Electricity Cost and Price should be set up in order to go into the cost structure and the price structure of the power tariff. There are rumours. I will say rumours in the Press, that the Government is going to abandon the existing industrial policy by allowing the private sector to enter into the generation of power. The private sector has been excluded from the area of power generation. Now, the Government, I apprehend, is thinking in terms of allowing he private sector to enter into the power generation. Would the hon. Minister assure the House that they would not disregard the specific policy direction in the existing industrial policy and shall not allow the private sector to enter into this vital sector of power generation?

It has been found that hydel production is relatively small as compared to the thermal production Do the Government propose to revere the position by stepping up hydel generation? Since there is abundant availability of water and scope for generating hydel power would the Government have a balanced programme between thermal any hydel generation so that

([Shri Chitta Basu]

with the resources more hydel power can be generated?

Lastly, in Murshidabad there is a scheme for generating 2,000 MW power in West Bengal. The plan has been prepared and it is now lying with the Central Electric Authority since October 1982. Even in this statement there is reference to the acute shortage of power in West Bengal. Having regard to the fact that West Bengal is in a serious and severe crisis in power generation, would the hon. Minister assure the House that the contemplated or proposed Murshidabad scheme for generating 2,000 MW would be cleared as soon as possible?

SHRI P. SHIV SHANKAR: Mr. Deputy-Speaker, the questions posed by the hon. Member, prefaced with a long speech....

SHRI CHITTA BASU: Not longer than your statement.

SHRI P. SHIV SHANKAR: I would submit that he knows very well the answers to the questions that he has posed. He has put them in very general terms, except the last one, where he wantd that I must specifically refer to it.

When be speak I thought that throughout his career he must have been a pessimist, and to generate optimism in a pessimistic mind becomes a little difficult. Nonetheless, I shall try my level best to broadly give the picture that I have already given in the statement. I have already submitted that there had been an increas in the generation of power n the country by 7 per cent during April 1982—February 1983. If he does not believe it and says that all my figures are wrong, he is entitled to hold his opinion, because those who would like to shut down their eyes to facts cannot be enlightened.

I have also submitted that the shortage during April 1982—January 1983 was only 8.6 per cent, as compared to 10.3 per cent in the corresponding period in the preceding year, though of course my friend was trying to exaggerate this figure to 10 per cent. The target of production of energy for the year was 132 billion units which was 7 per cent more, as compared to last year. For the period April 1982—February 1983 the position has been quite encouraging and as a whole for the year it is expected that the energy production will be about 131 billion units, which will fall short of the target by one billion units.

My friend has referred to the plant load factor. It varies from month to month. In the monsoon months it is always lower due to increased hydel-generation and reduced demand. Without going into the details, I may submit that for the entire period April 1982—February 1983 the plant load factor has increased to 49.2 per cent, as against 46.4 per cent for the period April 1981—February 1982.

It is no doubt true that my friend was trying to refer to certain figures pertaining to some time in 1975-76 and so on. That I do not deny. But my statemet referred to the recent developments with reference to the plant load factors. While I would not call it a very rosy picture, still it is a satisfying picture. And my statement has given the details that in some respect more than 70 per cent of the plant load factor has been recorded with reference to certain therma power stations which I have referred to in my statement.

Sir, the hon. Member focussed attention regarding the eastern region. Particularly he was concerned with reference to West Bengal.

SHRI CHITTA BASU: And Bihar and Orissa also.

SHRI P. SHRI SHANKAR: You gave the details. You are only concerned with reference to West Bengal.

SHRI CHITTA BASU: No. I did not give State-wise break-up. If you want, I can give.

SHRI P. SHIV SHANKAR: Sir, I must submit that so far as the gross generation in the State of West Bengal is concerned, I must say that for the last practically five years there had not been an appreciable increase in the generation in that State. Some time in 1976-77 the generation was to the tune of 65.13 million units. More or less it remains the same with the little change. The reasons are many, I would not like to go into them because I would not like to repeat his performance by trying to accuse one government or the other. But the fact remains that I find...

SHRI CHITTA BASU: The fact remains as fact!

SHRI P. SHIV SHANKAR: The fact remains that your Government has been lethargic. This is the fact. Your State has. (*Interruptions*) will you please sit down?

(*Interruptions*)

MR. DEPUTY-SPEAKER: Mr. Basu, you had your say. Let him have his say. It is proper. I think you are a very senior Member.

SHRI P. SHIV SHANKAR: You allow me to speak. That is the proper thing. And I never said anything when you were trying to make very sweeping remarks against the Cetral Government. I did not say anything.

(*Interruptions*)

MR. DEPUTY-SPEAKER: When you criticise the Central Government, can he not criticise?

SHRI P. SHIV SHANKAR: No, am not criticising I am going to give the facts.

(*Interruptions*)

SHRI SATYASADHAN CHAKRABORTY: They are performing their own duties.

SHRI P. SHIV SHANKAR: Certainly. I am giving my own facts. I will give the facts so that you be enlightened on the facts.

Sir, I said that for the last five years there had not been any appreciable generation increase in the State. I find that quite a large numbr of projects have taken quite a large number of years. In the other States when the projects could be completed within 4 to 5 years, this State has a record of 9 years or 10 years or something like that.

SHRI CHITTA BASU: Sir, don't you allow me to say.

MR. DEPUTY-SPEAKER: No.

SHRI P. SHIV SHANKAR: I particularly refer to this State because my friend tried to make capital out of his own defects

SHRI CHITTA BASU: That is the whipping boy. Sir, West Bengal has become a whipping boy for them.

SHRI P. SHIV SHANKAR: Mr. Chitta Basu you must have minimum courtesy to listen to me. When you were making sweeping remarks, I did not say, a word. Give me an opportunity, I am going to substantiate by facts. Why within five years there had not been an appreciable increase in the generation is that various projects have been taking abnormal time for completion.

13 hrs.

Now, for example, Bandel V Unit has taken one year for completion. It has been completed only last October. Kolaghat Thermal Project having three units of 210 MW each has yet to be commissioned despite clearance from the Central Electricity Authority in 1973. At Durgapur Project Limited a unit of 110 MW extension which was cleared in 1974 has not been commissioned as yet.

SHRI SATYASADHAN CHAKRABORTY: You ask Shri Ghani Khan Chaudhuri.

SHRI P. SHIV SHANKAR: I can pile up the statistics.

MR. DEPUTY SPEAKER: Do not bring in personalities.

SHRI P. SHIV SHANKAR: But this is due to the State Electricity Board and the State Government. I am also prepared to give a reference to the Central Sector. So far as the Central Sectors are concerned, they are going more or less according to the schedule. If my hon. friends want, I can give details with reference to Farakka and Chuka. But I was trying to concentrate with reference to the various projects that have been sanctioned in favour of the State Electricity Authority and the State Government, which have not gone into commissionig so far.

It is very easy to say that the Central Government has no plans, which is a false statement. Actually the position as it stands is this. It is true and that is one aspect which my friend has adverted to, viz., that we have not been able to achieve the targets already set for the Sixth Five Year Plan. Various constraints are there. I am not denying that factor. He became a little vociferous when he came to West Bengal. But there are quite a large number of constraints, and largely all these projects are in the State Goevrnment sector.

When it comes to the question of the Central Government sectors I may assure the House that more or less all the projects are going according to the schedule

SHRI CHITTA BASU: I am saying more or less according to the schedule. But in the State Sector we are having problems. The problems are resource constraints and in some places there are complications with reference to the industrial relations and so on and so forth. I do not want to go into those details. It is true by ad large, when hon. Member say that look, you have set up our target at roughly about 19,000 MW odd in the Sixth Five Year Plan, but you are not achieving it yet' that we are not achieving it. In fact I am expecting that we might achieve something like about 14,000 MW. It is true that there are slippages. But you cannot merely blame the Central Government. So far as the Central Electricity Authority is concerned, they are trying to monitor the various projects. But the States also have their own problem. would not like to blame as he was trying to sweepingly blame the Central Government. The West Bengal Government itself. It has its probems. Therefore, it is bet'er sometimes, when we speak, with a little bit of restraint. He can say anythings but I cannot say. My difficulty is I cannot be as irresponsible as he could be.

MR. DEPUTY SPEAKER: Unfortunately he is also in power in West Bengal.

SHRI SHIV SHANKAR: I would not say. They have their problems.

SHRI SATYASADHAN CHAKRABORTY: Will say 'unfortunately'.

SHRI P. SHIV SHANKAR: Only because of the manner in which he was speaking, perhaps in that context.

I would not blame the West Benagl Government because they have their problems.

SHRI CHITTA BASU: But he has not always been very well responsible in the power front. (*Interruptions*). If my remarks were irresponsible, your performance is also not responsiblue.

SHRI P. SHIV SHANKAR: I do not know what my hon. friend means by saying it. I said, this is essentially the affairs of the State sector and the State Electricity Boards and it is very difficult for any Government to do like that. On the one hand, there are lots of clamouring that the State authorities should not be too much tightened with and on the other you say like this. That is why, I said, the Central Electricity Authority only monitors the scheme and helps it. I would not like to go into that question.

So far as the question, namely planning which my friend has also asked is concerned, advance action for the clearance of generation scheme, for Seventh and Eighth Five Year Plan is also taken to the tune of 27,510 m.w. But I will not go into details because it would be unnecessary for me to go into those details, at this stage. In this background, my friend himself has taken quite a good time.

My friend has raised four points and they are broadly covered in the speech which I have made as also in the speech which the Member himself made.

He has raised one point with reference to Morshidabad project of four units of 500 m.w. each. The project proposals had reached 45 only in October, 1982 and are under examination. It may be mentioned that the large capacities have already been cleared and the slippages are taking place due to shortage of funds. But I need not go into those details because he wanted specifically with reference to Morshidabad project scheme as to whether it will be cleared. I have informed the House that it is under examination.

I would not like to take more time of the House because broadly, I have covered in my speech the questions that he had asked.

श्री राम नाथ सोनकर शास्त्री (सैदपुर): उपाध्यक्ष महोदय, आज के इस ध्यान-आकर्षण के सम्बन्ध में माननीय मंत्री जी ने एक रिपोर्ट पेश की है जिसमें उन्होंने विद्युत संबंधी मांग तथा उसकी पूर्ति के पूरे आंकड़े रखे हैं। आपके ही अनुसार इस वर्ष वास्तविक उत्पादन 112.2 मिलियन यनिट्स से बढ़ कर 119.75 मिलियन यूनिट्स हो गया है, अर्थात् उत्पादन में 7 प्रतिशत की बढ़ोत्तरी हुई है। आपकी इसी रिपोर्ट के अनुसार पिछले वर्ष आपका अनुमान था कि 10.7 प्रतिशत की कमी थी जो अब घट कर 7 प्रतिशत रह गई है। जिसका अर्थ है कि आप विद्युत उत्पादन में अपने लक्ष्य की ओर तेजी से बढ़ रहे है। हमारे पास जो दूसरी रिपोर्ट है—केन्द्रीय बिजली अथारिटी की रिपोर्ट — उसके अनुसार 1982 में 1.4 अरब यूनिट्स बिजली अधिक पैदा की गई थी। इस वर्ष अप्रैल से अब तक 26.5 अरब यूनिट्स बिजली का उत्पादन हुआ है यानी पिछले वर्ष इस अवधि में 25.1 अरब यूनिट्स बिजली पैदा की गई। इसका मतलब है कि बिजली का उत्पादन तीव्रता से बढ़ रहा है। आपने यहां पर यह भी दर्शाया है कि केन्द्रीय बिजली अथारिटी के अनुसार छठी पंच वर्षीय योजना में बिजली के लिये 19,265 करोड़ रूपये की राशि, यानी पिछले वर्षों की तुलना में साढ़े-तीन-गुना राशि ज्यादा रखी गई है। इन सब रिपोर्टों को देखने से मंत्री जी की एक बात बहुत सही आती है—जिसमें उन्होंने कहा है कि हमारे देश में बिजली की स्थिति उतनी गम्भीर नहीं है, जितनी दिखाई दे रही है, यानी हम निरन्तर सफलता प्राप्त करते जा रहे हैं।

हम माननीय मंत्री जी को अपनी ओर से शुभकामनायें देते हैं कि वे ऐसे ही सफलता प्राप्त करें। लेकिन इनकी सफलता में हमें कुछ सन्देह है। मैं इस सन्देह को बताना चाहता हूं।

[श्री राजनाथ सोनकर शास्त्री]

अभी-अभी बिहार, हरियाणा, तमिल नाडु, कर्नाटक, पंजाब, राजस्थान, मध्य प्रदेश और उत्तर प्रजदेश इन राज्यों से सूचना प्राप्त हुई है, जैसा कि आये दिन हाउस में और इधर-उधर भी चर्चा होती रहती है, कि बिजली की भारी कमी है। फिर मेरी समझ में नहीं आता कि जब बिजली का उत्तरोत्तर उत्पादन बढ़ता जा रहा है, सारी की सारी चीजें ठीक होती जा रहीं हैं, तो फिर बराबर सप्लाई की सीमा क्यों कम होती जा रही है ? सारी स्थिति को देखने से ऐसा प्रतीत होता है कि बिजली के उत्पादन संबंधी जो आंकड़े प्रस्तुत किये जा रहे हैं, ये आंकड़े या तो अधूरे हैं या मंत्री जो अभी नये हैं, उनको नया चार्ज मिला है, इसलिये उन्होंने इन आंकड़ों पर विश्वास कर लिया है। जैसा कि अभी हमारे एक माननीय सदस्य ने कहा कि ये आंकड़े ठीक नहीं हैं। मेरे ख्याल से अगर ये आंकड़े ठीक होते तो देश में बिजली की कमी कभी भी नहीं होती।

हमारे पास यह एक अखबार की कटिंग है जिसमें लिखा है कि प्रधान मंत्री ने 24 घंटे में बिजली की कमी को हल करने का निर्देश दिया। मेरी समझ में नहीं आता कि प्रधान मंत्री यह निर्देश क्यों देती हैं जबकि बिजली का उत्पादन ज्यादा होता जा रहा है, कहीं कोई कमी नहीं है तो यह निर्देश कैसा ? अभी जब हम इस हाउस में बैठे थे तो प्रश्न काल में बिजली चली गयी थी। अभी भी थोड़ी देर में बिजली के जाने की सूचना हो सकती है ? यह भी हो सकता है कि यह बिजली फिर चली जाए और घटों तक न आये।

मान्यवर, मंत्री जी, आंध्रप्रदेश के हैं। उन्होंने अपने ही स्टेटमेंट में यह कहा है कि दक्षिण में आंध्रप्रदेश को छोड़ कर अन्य राज्यों में बिजली का उत्पादन कुछ कम है। मैं मंत्री जी के ही चुनाव क्षेत्र में एक बार गया था। जहां से वे आये हैं, वहीं पिछले वर्ष एक सभा में गया था। ढाई घंटे की सभा थी और एक घंटे तक बिजली गुल थी। मैं समझता हूं कि ये आंकड़े ऐसे ही बनाये गये हैं, इनमें कोई सार नहीं है। बेशक आप इन आंकड़ों को सही बता कर संतुष्ट हो जाएं।

मान्यवर, बिजली की कमी से क्या हो रहा है ? यह तो बहुत विस्तृत ब्यौरा है, में उसमें नहीं जाऊंगा। लेकिन मैं यह बताना चाहता हूं कि देश में रबी की फसल बिल्कूल बर्बाद हो रही है, बिजली के अभाव से खास तौर से में उत्तर प्रदेश के बारे में कहना चाहता हूं।)(व्यवधान) गुजरात में 237 कपड़ा मिलें हैं जिनमें 1 लाख 51 हजार मजदूर काम कर रहे है। उनमें से 81 हजार मजदूर ले आऊट की वजह से बेकार हैं। इतना गभीर प्राब्लम है। इस वर्ष सीमेंट का उत्पादन 35 लाख टन कम हुआ है। वह भी बिजली की कमी की वजह से। गुजरात में कपास के उत्पादन में भी भारी कमी पर चिंता व्यक्त की गयी है। समझ में नहीं आ रहा है कि फिर कैसे बिजली की समस्या को हल करने की कोशिश की जा रही है।

मान्यवर, उत्तर प्रदेश में तीन-चार घंटे से ज्यादा बिजली नहीं मिल रही है। लाइन आयी, आदमी दौड़ा, उसने पम्प खोला, मशीन को चलाया और उसके बाद बिजली गायब। मेंने देखा है कि सर्दी की भयानक रात में किसान फावड़ा ले कर खेत में कांपता है। कुछ देर को बिजली आयी और फिर चली गयी। पता नहीं फिर कब बिजली आयेंगी

मुझे खुशी है कि भूतपूर्व मंत्री जी जिनके हाथ से अभी चार्ज लिया गया है, वे यहां बैठे हुए हैं। श्री अब्दुल गनी खां साहब माननीय मंत्री जी को बतायें कि जो पिछले तीन वर्षों में बिजली के उत्पादन में सरकारी आकड़े के अनुसार इतनी तेजी से बढ़ोतरी या वृद्धि हुई वह कहां गई ?

आज बिजली के महकमे में काफी घूसखोरी हो रही है। में बहुत संजीदगी के साथ कहना चाहता हूं कि बिजली के विभाग में बिजली की सप्लाई में जितना भ्रष्टाचार हो रहा है इतना और किसी दूसरे स्थान में नहीं है।

इस बारे में मैं अपने निवास 39 नार्थ एवेन्यू का उदाहरण देना चाहता हू। जब मैं उसमें आया था तब वहां बिजली का खर्च 35-40 रुपए प्रति माह आता था। उसके बाद मीटर खराब हो गया। 1981 में मैंने लिखा, लेकिन अभी तक मीटर ठीक नहीं किया गया और पिछले महीने बिजली का बिल 458 रुपए आया है।

देहातों में किसान परेशांन हैं। हालत में कोई सुधार नहीं हो रहा है। अभी काशी हिन्दू विश्वविद्यालय के एक छात्र ने रिसर्च की जिसमें उसने पाया कि एक ससदीय क्षेत्र में 34 मुकदमे लड़ाई झगड़े के किसानों द्वारा कायम किए गए हैं। और उनमें 8 मुकदमे केवल बिजली सप्लाई और उससे संबंधित विवाद के संबंध में कायम किए गए हैं। इस तरह की देश में बिजली के सबंध भयावह स्थिति है।

उत्तर प्रदेश के बारे में मैं थोड़ा सा कहूंगा। 1981 में वहां नई सरकार आई और उसने संकल्प लिया कि उत्तर प्रदेश में सबसे पहले बिजली की कमी को पूरा करेंगे और उन्होंने ऊंचा हाड़ में 500 मेगावाट शक्ति का विद्युत उत्पादन संयत्र लगाने का फैसला किया। प्रधानमंत्री ने जोश के साथ वहां पर जाकर शिलान्यास भी किया। आज वह पत्थर अहिल्या जैसी औरत को तो तार सकता है, लेकिन किसानों की भलाई नहीं कर सकता। आज तक वहां बिजली के उत्पादन के बारे में कोई कार्यवाही नहीं की गई है। नेशनल थर्मल पावर कारपोरेशन की भी यही दशा है। सिंगरौली में 2000 मेगावाट बिजली तैयार करने का संकल्प लिया गया और कहा गया कि दिसंबर तक इसको पूरा कर दिया जाएगा, लेकिन अभी तक यह पूरा नहीं हुआ है।

24–25 जून 1980 को दिल्ली में एक ऊर्जा सम्मेलन हुआ मंत्रियों का और उसमें उत्तर प्रदेश, बिहार....।

श्री मूलचन्द डागा : उसमें भी ऊर्जा पैदा हुई थी।

श्री राजनाथ सोनकर शास्त्री : डागा साहब ठीक कह रहे हैं, उसमें हवा में ऊर्जा पैदा हुई थी जो केवल आशा की किरण बन कर रह गई और उसकी तरफ कोई ध्यान नहीं दिया गया।

विगत वर्ष हमें एक वक्तव्य पढ़ने को मिला। उसमें कहा गया था कि उत्तरप्रदेश सरकार केन्द्र सरकार से 7 तापीय और 6 हाइड्रालिक पावर स्टेशनों के लिए प्रयास करेगी, जिनकी क्षमता 5200 मेगावाट होगी, लेकिन प्रधानमंत्री जी के अपने पुराने क्षेत्र में ही ऊंचाहाड़ में जहां स्थापना की जाने वाली थी आज तक उस बारे में कोई कार्यवाही नहीं हुई। इसका कारण मैं नहीं जानता कि क्यों नहीं हुई।

SHRI MADHAVRAO SCIENDIA: (Guna): Sir, I rise on a point of order. You have already read out the rules.. (*Interruptions*)

MR. DEPUTY-SPEAKER: Mr. Rajnath Sonkar Shastri, now you start putting your questions.

SHRI MADHAVRAO SCINDIA: There are three more members to speak on this Call-Attention.

MR. DEPUTY-SPEAKER: Unless all of you cooperate, it is not possible.

श्री राजनाथ सोनकर शास्त्री : मेरा बप्त सुनिए। आपकी अपनी बात सुनकर शर्म आ रही है ? (व्यवधान)

श्री माधवराव सिंधिया : मैं तो रुल्स आफ दी हाउस को सर्वोपरि मानता हूं, इसमें हमारे और आपके कामों का कोई सवाल नहीं है।

श्री राजनाथ सोनकर शास्त्री : रुल्स के मुताबिक ही मैं कह रहा हूं, जिसका मंत्री जी उत्तर देंगे।

हमको तो यह लगता है कि बिजली के उत्पादन के संबंध में सरकार खयाली पुलाव बना रही है।

MR. DEPUTY-SPEAKER: How much more time do you require?

SHRI RAJNATH SONKAR SHASTRI: Five minutes more.

MR. DEPUTY-SPEAKER: All right. Complete it in five minutes.

SHRI RAJNATH SONKAR SHASTRI: Ten minutes, Sir.

MR. DEPUTY-SPEAKER: No. How you cannot go back.

SHRI B. R. NAHATA (Mandsaur): Mr. Deputy-Speaker, Sir, you do not give us ten minutes for speeches. And when there is a provision in the rule on Call-Attention that a Member will speak for not more than three minutes, will he speak for 20 minutes? Is it not complete violation of the rules and the rights of Members?

MR. DEPUTY-SPEAKER: We cannot actually run the House according to the Rules—but the point is that it can be done only with the co-operaion of the Members. They know the rules. They are very experienced persons and experienced parliamentarians. But how do you expect like a school teacher that I am to teach Shri Chitta Basu every now and then and Shri Rajnath Sonkar Shastri every now and then?

SHRI CHITTA BASU: I have not taken much time.

SHRI RAJNATH SONKAR SHASTRI: Sir, I will complete it in 7 minutes.

श्री राजनाथ सोनकर शास्त्री : हमारे माननीय सदस्यों को कुछ परेशानी अनुभव हो रही है। बिजली, हरियाणा, तमिलनाडु और उत्तर प्रदेश हर जगह के लिए एक समस्या बनी हुई है।

डा० मूलचन्द डागा : राजस्थान भी है।

श्री राजनाथ सोनकर शास्त्री : राजस्थान और उत्तर प्रदेश के लिए ज्यादा समस्या है। मैं एक सवाल पूछना चाहता हूं मंत्री जी से कि इस स्टेटमेंट और पुरानी स्टेटमेंट को देखने से ऐसा लगता है कि जो अधिकांश विद्युत कारखाने हैं, उनकी उत्पादन क्षमता से कम उत्पादन हो रहा है, यह कम क्यों हो रहा है ? यदि यह सही है तो इसको स्तर तक ले जाने के लिए केन्द्रीय सरकार क्या प्रयास कर रही है जिससे यह परेशानी दूर हो।

एक सीमेंट निर्यातक ऐसोसिएशन की बैठक हुई थी। उस बैठक में केन्द्रीय उद्योग मंत्री ने कहा था कि सरकार बिजली की सप्लाई बढ़ाने का प्रयत्न कर रही है परन्तु इसकी कुछ सीमा है। अतः निजी उद्योगों को इस संबंध में अपनी

भमिका तय करनी चाहिए। केन्द्रीय सरकार के उद्योग मंत्री जी का इशारा यह था कि निजी उद्योगों को बिजली के संबंध में प्रोत्साहन देना चाहिए। अभी विद्युत बोर्डों की केन्द्र में बैठक हुई थी उसमें भी स्टेट के विद्युत मंत्रियों ने इस बात को उठाया था कि विद्युत क्षेत्रों के लिए निजी पूंजी से आयात करने के लिए मौका दिया जाए। मैं माननीय मंत्री जी से पूछना चाहता हूं कि क्या बिजली उत्पादन के लिए निजी बिजली घरों की स्थापना के आप पक्ष में हैं? क्या सरकार उधर ध्यान दे रही है और यदि हां तो उसमें आने वाली कठिनाईयों से परिचित है?

एक अखबार की कटिंग हमारे पास है जिसके अनुसार प्रेषण के दौरान बिजली की 40 प्रतिशत चोरी हो जाती है। एक सतीश चन्द्र जी बिजली के डाइरेक्टर हैं। उन्होंने एक बहुत महत्वपूर्ण बात यह बताई कि बिजली को एक स्थान से दूसरे स्थान तक भेजने में 40 प्रतिशत के करीब चोरी हो जाती है या नष्ट हो जाती है और ठीक तरीके से उसका उपयोग नहीं होता। इस संबंध में काफी चिंता व्यक्त की गई थी। मैं मंत्री जी से यह पूछना चाहता हू कि यह जो 40 प्रतिशत बिजली की चोरी हो जाती है, इसका क्या कारण है और इसको दूर करने के लिए क्या उपाय किए जा रहे हैं।

दूसरे जो राज्य हैं वे भी इस दिशा में कार्य कर रहे हैं। कुछ राज्य सरकारें अपनी बिजली परियोजनाओं के लिए धनराशि उपलब्ध कराने में समर्थ हैं और कुछ केन्द्रीय सरकार से धन की मांग भी की है और कुछ ने विद्युत क्षेत्रों को निजी पूंजी से आगे बढ़ाने के लिए भी कहा है। मैं यह जानना चाहता हूं कि उत्पादन बढ़ाने के संबंध में केन्द्र की ओर से क्या कार्यवाही हो रही है और राज्य बोर्डों के पास जो धन की निरन्तर कमी है उसको दूर करने के लिए कोई कार्यवाही हो रही है या नहीं। इसी संबंध में एक सूचना मिली है जिसमें हमारे केन्द्रीय वित्त मंत्री श्री प्रणव मुखर्जी का एक ब्यान था कि धन की कमी को पूरा करने के लिए केवल बिजली की दरों में वृद्धि करते रहना उचित नहीं है। प्रायः यह देखा जा रहा है कि ज्यों ज्यों धन की कमी होती है त्यों त्यों बिजली की दरों में वृद्धि की जा रही है। क्या यही एक जरिया है कि धन की कमी को पूरा करने के लिए कि बिजली की दरों में बढ़ोत्तरी करते जायें? मैं समझता हूं यह एक प्रकार से ठीक कदम नहीं है। सरकार को चाहिए जहां थर्मल पावर हाउसेज़ में बिजली का उत्पादन हो रहा है, नए खर्च बढ़ रहे हैं उनकी कम किया जाय और बिजली की बढ़ती हुई कीमतों को कम किया जाय।

इन चन्द सवालों का जवाब मैं मंत्री जी से चाहूगा, और पुनः आपको शुभकामना दूंगा क्योंकि इनके हाथ में यह नया विभाग आया है, इस देश के बिजली के सकट को आप दूर करें। यह हमारे मित्र हैं, इनका बड़ा सराहनीय कार्य होता है।

SHRI P. SHIV SHANKAR: Mr. Deputy Speaker, Sir, I would try to be very brief. A very pertinent question has been raised by the hon. Member that in different States like Bihar, Haryana, Tamil Nadu, Rajasthan, M. P., U.P. and Punjab while the figures that have been given by me are the figures which shows that there had been an increase in the generation of electricity why is it that these States are suffering from lack of power.

Sir, so far as the figures that have been given though it is often said that the statistics are damalies but I would

[Shri P. Shiv Shankar]

request the hon. Members to accept these figures for the simple reason that they bear the reality. But notwithstanding this, shortage is there. I am not denying that shortage is not there. The shortage is because of the fact that the demand is higher than the supply. I would not like to go into each and every State as to what exactly is the requirement of the State and what exactly is the supply affected but by and large I am trying to submit that in all the States the demand is higher as compared to supply. What I was trying to submit was when I give the figures and particularly when I explained that we have tried to bridge the gap, now bridging the gap is between demand and supply. That was being done and the percentage has been reduced. That is what I can say. I cannot say that the entire demand of the States has been satisfied. I am one with Shastriji that it is true notwithstanding that the generation is going up but still the requirements of the States have not been totally met.

Sir, the agriculture sector has been given the greatest priority. Within the constraints of the resources the State Governments are supplying the electricity to the agriculture sector to the best of their capacity. As the hon. Member has expressed his anxiety it is true that complete suply had not been possible. I have already submitted that there had been a very bad monsoon which had affected very badly and so far as the States are concerned.

So far as States are concerned, they have got to adjust supply with reference to the demand of different sectors and as I said, the agricultural sector has been given the greatest priority. I am sure that State Electricity Boards will also take care to see that rabi harvest is not affected.

SHRI N. K. SHEJWALKAR (Gwalior) : Are you aware that they have increased the prices to the extent of 30 per cent? You say, power for agriculture is given priority.

SHRI P. SHIV SHANKAR : I am aware that in some cases, yes. But this is a different issue altogether.

SHRI N. K. SHEJWALKAR : In Madhya Pradesh the prices have gone up 30 per cent higher.

SHRI P. SHIV SHANKAR : I don't want to say about my State; when it supplies to other States they have put very exorbitant charges. It is a very ticklish question.

MR. DEPUTY SPEAKER : Mr. Shejwalkar, for this, you have to give separate notice.

SHRI N. K. SHEJWALKAR : It comes in the later part of the same question.

SHRI P. SHIV SHANKAR : I agree with the hon. Member some of the State Electricity Boards charge very high prices; I am not denying that.

SHRI CHITTA BASU : Why not the Bureau of Costs and Prices issue guidelines ?

SHRI P. SHIV SHANKAR : This issue has been taken up more than once but the States do not want to surrender their power. The hon. member is fully justified in his anxiety. On the one hand, we want welfare State, welfare measures; on the other hand, if they fix rates arbitrarily, it affects. I agree with him.

MR DEPUTY SPEAKER : The Central Electricity Authority can give some guidelines to the States. Are they not entitled ?

SHRI P. SHIV SHANKAR : Under the Central Electricity Supply Act of 1948 various measures are taken up. I am not denying that. But price mechanism is one thing which the State Electricity Boards and State Governments themselves determine. There should be some uniformity, I do concede.

SHRI CHITTA BASU : There should be guidelines given.

SHRI P. SHIV SHANKAR : They have been given, Mr. Basu. Notwithstanding that, some State Governments are raising charges. I will not commit myself at this stage, but I would like to take it up in some other form with the Chief Ministers of the various States so that this thing does not cause undue hardship to the people at large or even some of the surplus States where they are trying to supply electricity. My friend said about the poor performance of various plants. I agree that the performance has not been by and large satisfactory. In respect of some thermal stations, in some respects, it has been satisfactory. (*Interruptions*) I am saying 'some'. I am conscious in my expression. In a large number of cases what my friend said was right. There are reasons for it. There are cases of deficiencies in lay-out, plant and equipments, system engineering etc., unduly long time being taken for plant maintenance as well as on forced outage of the equipments, inadequate availability of spare parts, comparatively long stabilisation period of the newly commissioned units, unavailability of trained operational and maintenance personnel, and also in quite a good number of cases, there was poor quality of coal also. I own that also.

MR DEPUTY SPEAKER : Especially in Tamil Nadu.

SHRI P. SHIV SHANKAR : We are supplying to Tuticorin from Haldia. Now they are having sufficient stock. Your problem was Tuticorin. We have supplied and sent a good quantity of coal.

MR. DEPUTY SPEAKER : Nowadays this is the fashion—one State Government criticises the other State Government.

SHRI P. SHIV SHANKAR : I would not like to do so. I am not criticising anybody. Now, the Ministry of Energy and the Central Electricity Authority have therefore been taking a number of measures to improve the performance of thermal power stations. These measures include:—

(i) Assistance to State Electricity Boards/Power Stations to prepare and undertake plant betterment programme,

(ii) Adoption of preventive maintenance techniques reducing the outage periods,

(iii) Arranging spare parts from indigenous and foreign sources;

(iv) Arranging requsite quality and quantity of coal;

(v) Setting up of task forces, particularly for 110/120 MU and 200/210 MU units for achieving early stabilisation and improve performance.

(vi) Arranging visits of roving teams of operation specialists from CEA to monitor the operation practices and to render advice.

(vii) Training of engineers and operation and maintenance personnel of the power stations.

These are the various measures that have been taken. I have given the reasons why there is poor performance and I have also given the measures that have been taken. The hon. Member has also asked about the policy with reference to the captive power plants. I think, so far as the public sector undertakings are concerned we have already started in the core sectors for the establishment of the captive power plants because, in the public sector in the case of large industries, I found that there had been a problem from the State Electricity Boards in the supply of electricity. I do not accuse them because they had their own constraints. In fact, when I intervened in some cases, they were kind enough to extend the facility, not with standing the fact that there had been Governments in the States which are different from the one

[Shri P. Shiv Shankar]

obtaining at the Centre run by different parties. But none-the less it is better to go in for the captive power plants with reference to the big industries and that is the policy adopted.

Now the hon. Member has asked with reference to the general policy of the private industries also. That depends on the industry and supposing there is an industry which requires a captive power plant, I think that is a matter which is to be considered on its own merits. The hon. Member has also referred to the transmission losses. Well there is no such proposal as on today and the private sector is being allowed to generate power. But I have myself written to the various industries with reference to the micro and miniplants—within 1 megawatt unit or 2 megawatt units or something like that—and I had stressed on the hydroplants. But so far as the private sector is concerned, to hand over electricity generation to the private sector entirely or part of it there is no such proposal. Some of the companies are even today generating power, for example, the Calcutta Electric Supply Authority, Tatas; etc.; are doing it is some cases.

On the question of transmission losses there had been considerable transmission loss. I concede, in fact, it is alarming. In our country, there is a transmission loss of about 20 per cent to 22 per cent. There are variegated reasons for these losses. In the foreign countries, I found that the transmission losses are not more than 3 to 4 per cent. It is possible as the hon. Member was trying to observe, because of the pilferages also.

I cannot deny that.

SHRI RAJNATH SONKAR SHASTRI: There is a news item that there is pilferage of electricity to the extent of 35 per cent.

श्री पी० शिवशंकर : इतना ही नहीं है, बाज जगहों पर हो सकता है और बाज जगह हो रहा है। लेकिन मैं जैसा कह रहा था कि 20 परसेंट से 22 परसेंट तक यह नुकसान हो रहा है। यह जरूर है कि चोरी भी होती है।

श्री राजनाथ सोनकर शास्त्री : फिर भी यह बहुत ज्यादा है।

श्री पी० शिवशंकर : मैंने यह नहीं कहा है कि यह कम है। यह बहुत ज्यादा है। दूसरे देशों के अन्दर तीन से चार परसेंट तक होता है। बात यह है कि स्टेट इलैक्ट्रिसिटी बोर्ड का फंक्शन बड़ा डिफेक्टिव है। हम जितनी कोशिश कर सकते हैं, करने की कोशिश कर रहे हैं, ताकि पिलफ़ेज कम हो।

AN HON. MEMBER: What about the national grid?

SHRI P. SHIV SHANKAR: That is still a question mark.

My friend has raised the question about the Uchahar Thermal power project. This project is under execution, but the progress has been suffering because of shortage of funds.

So far as Uttar Pradesn is concerned I find that, by and large, that State has been doing better. Beyond that I cannot say. From April 1982 to January, 1983, the shortage has been reduced to 6.4 per cent. At one point of time in 1979 80, the shortage was 22.8 per cent, and in 1980-81, it went upto 23.9 per cent but it has been brought down to 6.4 per cent as on today.

Various projects that have been taken up are being pursued. There are projects in the Central Sector also, and the State Sector also. I hope, the problems of Uttar Pradesh could be solved, given little more time.

श्री बी डी सिंह (फूलपुर) : उपाध्यक्ष महोदय, आज विकास प्रक्रिया में विद्युत बहुत ही महत्वपूर्ण है और बहुत ही आवश्यक वस्तु हो गई है, चाहे औद्योगिक उत्पादन हो, कृषि उत्पादन हो या आम घरेलू उपयोग के लिए हो। यह बड़े दुर्भाग्य की बात है कि जितनी

बिजली देश के लिए आवश्यक है, वह हम उपलब्ध नहीं कर पा रहे हैं। इन तमाम आंकड़ों में मैं नहीं जाना चाहूंगा, हमारे पूर्व माननीय सदस्यों ने उस अ.र पहले ही सदन का ध्यान आकर्षित किया है। विद्युत आपूर्ति के जो विभिन्न स्तर हैं, चाहे संयत्र लागने की बात हो या ट्रांसमीशन की बात हो या उसके एलाटमेंट की बात हो—हर स्तर पर काफी अक्षमता है। जिसकी वजह से जटिल समस्यायें पैदा हो जाती हैं। हर प्रान्त के आंकड़ों के मुताबिक हर राज्य में बिजली की कटौती हो रही है। दिल्ली में ही 27 तारीख के अखबार के मुताबिक मेजर इन्डस्ट्रीज जो इससे प्रभावित हैं, वे हैं, सीमेंट, फर्टिलाइजर और इंजीनियरिंग इत्यादि और स्माल-स्केल इन्डस्ट्रीज में भी 45 परसेंट पावर कट हुई है। और राज्यों में भी इसी प्रकार की हालत है। जैसा मंत्री जी ने कहा है कि जहां तक डिमांड और सप्लाई की बात है, उसमें जब डिमांड ज्यादा होती है और उसकी सप्लाई नहीं है, तो समस्यायें उत्पन्न हो जाती हैं। मुझे इसमें यह कमी मालूम होती है—जैसे आज दुनिया के जो विकिसित देश हैं उनके यहां बिजली की जो उत्पादन क्षमता है उसका मुश्किल से 50–60 परसेंट एलाट करते हैं। कहीं हमारे यहां ऐसी समस्या तो नहीं है कि हमारे यहां जितनी कैपेसिटी है, चाहे उतना उत्पादन न होता हो, लेकिन पूरी कैपेसिटी के उत्पादन को एलाट कर देते है जिससे कि कठिनाई पैदा हो जाती है जहां तक कैपेसिटी यूटिलाइजेशन की बात है, मेरे पूर्व-वक्ता ने भी उस पर प्रकाश डाला है—हमने देखा है कि 1970–71 में 43.3 परसेंट था जो अब 1980–81 में 43.2 परसेंट हो गया है। यह बहुत आवश्यक बात है—इस ओर विशेष ध्यान दिया जाना चाहिए कि हम अपनी क्षमता को कितना यूटिलाइज कर सकते हैं तथा उसके हिसाब से डिस्ट्रीब्यूशन हो। मैं चाहता हू कि आप अपने उत्तर में इस समस्या का जवाब दें।

दूसरी बात—डिस्ट्रीब्यूशन तथा ट्रांस्मीशन लास की है। आज दुनिया के जितने विकसित देश हैं वे अपने पावर प्लांट के टोटल आउट-ले का 40–50 परसेंट ट्रांस्मीशन पर इन्वेस्ट करते हैं जिसकी वजह से उनके यहां ट्रांस्मीशन लास या डिस्ट्रीब्यूशन लास कम होता है। जैसे इग्लैंड, अमरीका, फ्रांस और जापान में ट्रांस्मीशन लास बहुत कम होता है। इन देशों में पावर–सैक्टर के इन्वैस्टमेंट का 40–50 परसेंट ट्रांस्मीशन पर खर्च करते हैं। इसके मुकाबले हमारे यहां 20–22 परसेंट खर्च होता है तथा हम ट्रांस्मीशन पर ज्यादा ध्यान नहीं देते हैं। मैं चाहता हू कि मंत्री महोदय अपने उत्तर में स्पष्ट करें कि ट्रांस्मीशन पर हम कैसे ज्यादा इन्वेस्ट कर?

तीसरा प्रश्न—पावर कट की वजह से हमारी इण्डस्ट्रीज का जो लास हो रहा है–क्या सरकार ने कभी इसका कोई असेसमेंट किया है? हम जानना चाहते हैं कि बिजली की कटौती की वजह से विभिन्न प्रदेशों के औद्योगिक उत्पादन का कितना लास हो रहा है?

नैशनल पावर ग्रिड की चर्चा इस देश में बहुत दिनों से चल रही है, लेकिन मैं समझ नहीं पा रहा हू कि इस दिशा में क्या प्रगति हो रही है या यह मामला किस स्तर पर है? ऐसा होता है कि किसी क्षेत्र में पावर ज्यादा है और किसी क्षेत्र में पावर की कमी है, जहां ज्यादा है उसको कमी वाले क्षेत्र में भेजा जा सके जिससे वहां का प्रायोरिटी सेक्टर सफर न कर

श्री बी० डी० सिंह

सके तथा बिजली की तुरन्त सप्लाई की जा सके। मैं चाहता हूं कि नेशनल पावर ग्रिड के संबंध में माननीय मंत्री जी प्रकाश डालें कि वह इस समय किस स्तर पर है और उसको कब तक पूरा कर सकेंगे ?

अन्त में मैं कृषि के क्षेत्र में बिजली की सप्लाई के संबंध में माननीय मंत्री जी का ध्यान आकृष्ट करूंगा, मैं विशेष रूप से उत्तर प्रदेश के बारे में कहना चाहूंगा। इसमें जनता सरकार या आपकी सरकार का प्रश्न नहीं है, यह एक ऐसी समस्या है जिस पर हमें गम्भीरता से विचार करना चाहिए। उत्तर प्रदेश में 1980 से पहले 12 रुपये प्रति हार्सपावर के हिसाब से बिजली दी जाती थी और वह 8–10 घन्टे तक लगातार सप्लाई की जाती थी, लेकिन अब 22 या साढ़े बाइस रुपये प्रति हार्सपावर का रेट हो गया है–वहां पर मात्रा के हिसाब से नहीं, हार्सपावर के सिहाब से दी जाती है–बाईस और साढ़े बाईस रुपये पर होर्सपावर हो गयी है। अखबारों में चाहे कुछ भी निकलता हो, लेकिन चार-पांच घंटे से ज्यादा किसानों को बिजली नहीं मिलती आप ये आंकड़े तो निकालते हैं कि इतने घंटे किसानों को बिजली दी जाएगी लेकिन ये आंकड़े नहीं निकालते कि किसानों को वास्तव में कितने घंटे बिजली दी गयी। ये आंकड़े भी निकालिए।

कहने का तात्पर्य यह है कि आप किसानों की बिजली की दर बढ़ाते जा रहे हैं और सप्लाई कम की जा रही है। दूसरे किसानों को बिजली रात में ही सप्लाई की जाती है। इस साल दिसम्बर और जनवरी के महीनों में खास कर उत्तरी क्षेत्र में भयकर सर्दी पड़ी थी जैसी कि पिछले कई सालों में नहीं पड़ी। हमारे यहां रात में बिजली की सप्लाई के कारण कई किसानों की मृत्यू हो गई जो भयंकर ठंड में सिंचाई कर रहे थे।

इसलिए मैं चाहूंगा कि उत्तरप्रदेश में बिजली की जो स्थिति है उसको सुधारने का प्रयास करें। आपने रेट बहुत ज्यादा बढ़ा दिये हैं लेकिन उसकी सप्लाई कम हो रही है। इसको भी आप ठीक करें और किसानों को दिन में ही बिजली देने का प्रयास किया जाए। मेरा आग्रह है कि इस संबंध में आप क्या उपाय कर रहे हैं, ये बताएं।

SHRI P. SHIV SHANKAR: The hon. Member has asked again about the reasons why the plant-load had not been adequate, and also a question with reference to transmission losses. He may pardon me for not going into the details of these two aspects, because I thought is had already adverted myself on both the aspects. I explained at length the concept of plant-load factors as also as to why transmission losses had been taking place. In my submission, it would be a repetition on my part if I again speak on these two aspects.

The hon. Member was asking me as to whether there has been any assessment with reference to the losses that the industry had to suffer because of the power cut. I must frankly say at this stage that as far as I am concerned, I am not aware whether any statistics have been compiled on this, and what exactly is the position. I would separately try to write to the hon. ber after getting information from the concerned Department.

The concept of national power grid is something which has got to be pursued. And various aspects in this regard on the basis of the Rajadhyaksha Committee's Report and with reference to the re-constitution of the

entire power sytem, so on and so forth; have been discussed some time back in the Conference of Power Ministers, by my predecessor. Though, of course; there had not been unanimity on certain aspects of the recommendations, still as far as we are concerned, we are trying to pursue the various measures which would be in the larger interest of the States and the people. On some of the matters, they have agreed. I would not like to go into details, but the power system will have to be remodelled; so that it works in the interests of not only the Electricity Boards, but in the interest of the States and also of the people at large. The hon. member was particular about the electricity being supplied to the agricultural sector in Uttar Pradesh. The information that I have at present is that agricultural consumers in the State are getting supply for 10 hours per day on an average.

AN HON. MEMBER: This is not correct.

SHRI P. SHIV SHANKAR: This is the information that has come to me. I do not know. Well, I leave it to the hon. members to decide. When the information has come from the responsible authority, I have got to put it across But, if this is not correct, I will again find out from the State Government whether this information that they have given is correct. But the situation of power supply in Uttar Pradesh has improved to a great extent, as I have already given in detail. So, there should be no difficulty for the State Government to supply electricity to various sectors, though, of course, might be, having regard to the priority sectors and so on. At least, reasonably, they could take steps for the purpose of supplying electricity to different sections of the society.

श्री बी० डी० सिंह: मेरा प्रश्न यह भी था कि जो एलाटमेंट किया है, मान लीजिए कि कोई प्लांट 1000 मेगावाट क्षमता का है, लेकिन 46–47 परसेंट यूटीलाइजेशन है तो आप डिस्ट्रीब्यूट कितना कर देते हैं ?

श्री पी० शिवशंकर: ऐसा है कि जो उत्पादन होता है उसको स्टोर तो नहीं किया जा सकता, ट्रांसमिट करना पड़ता है। जब 46 परसेंट जेनरेट कर रहा है तभी तो ट्रांसमिट करने की बात आती है।

श्री बी० डी० सिंह: आप पहले ही एलाट ज्यादा कर देते हैं ?

श्री पी० शिवशंकर: इसके बारे में मैं आपसे बात करूंगा, जिससे स्थिति स्पष्ट हो सके।

श्री छोटे सिंह यादव (कन्नोज): इस विषय में बड़े विस्तार से चर्चा हो चुकी है। मैं सदन का ज्यादा वक्त नहीं लूंगा और सिर्फ एक-दो मुद्दे जो छूट गए हैं, उनकी तरफ माननीय मंत्री जी की और सदन का ध्यान आकृष्ट करूंगा।

सर्वप्रथम मैं मंत्री जी का आभार व्यक्त करूंगा कि उन्होंने अपने एक बयान में कहा है कि "कृषि के लिए प्राथमिकता के आधार पर बिजली देने के लिए निर्दिष्ट किया गया है।" लेकिन इसमें एक शब्द लिखा गया है कि "हमेशा की तरह"। इसका मतलब यह हुआ कि हमेशा से ही कृषि के लिए बिजली देने में प्राथमिकता रहा है और उसी को आपने

[श्री छोटे सिंह यादव

दोहराया है। लेकिन सत्य यह है कि बिजली से किसान की हमेशा से दुर्दशा होती रही है, इस बात से कोई इंकार नहीं कर सकता। यह बात सही है कि आपके पास 10 घंटे की जानकारी होगी तो आप वही उत्तर देंगे और 20 घंटे की जानकारी होगी तो आप वही बताएंगे लेकिन वास्तविकता यह है कि किसानों को 1-2 घंटे भी बिजली नहीं मिलती है। इस बारे में एक संकट और है कि अगर बिजली न मिले तब तो एक बात है, लेकिन तब और भी खराब स्थिति हो जाती है जब लो या हाई वोल्टेज सप्लाई किया जाता है। इससे किसानों द्वारा कर्ज लेकर लगाई गई बिजली की मोटरें जल जाती हैं और किसान बरबादी के कगार पर पहुंच जाता है।

मैं माननीय मंत्री जी का आभार व्यक्त करना चाहूंगा कि पूर्वी-उत्तर क्षेत्र में विभिन्न भागों में एक अध्ययन दल भेजा जा रहा है। इसमें एक बात और जुड़वां दें कि इस बात का भी सर्वेक्षण किया जाए कि पिछले 10 वर्षों में कितने किसानों ने बिजली के ट्यूबवैल हटवाकर डीजल का पम्प लगवाए हैं, जबकि डीजल का पम्प महंगा पड़ता है। इससे स्थिति स्पष्ट हो जाएगी कि कितनी प्राथमिकता कृषि को दी गई है।

यदि उन्हें बिजली मिलने में सुविधा होती तो वे बिजली के इंजिन हटाकर महंगे डीजल के इंजिन नहीं लगाते। मैं यह निवेदन करूंगा कि जो सर्वेक्षण दल भेजा है, उससे सर्वे भी करा लें। दूसरी बात मैं यह चाहूंगा कि सर्वे होने के बाद आप उनके आंकड़ों की पुष्टि भी करा लें कि जो सूचना दी जा रही है वह ठीक नहीं है। इस बात की भी पुष्टि करा लें कि इस प्रकार के आंकड़ें आपके सम्मुख क्यों प्रस्तुत किए जाते हैं। बिजली के बारे में काफी समय तक बोला जा सकता है, यह बहुत लम्बा-चौड़ा विषय है इसलिए इस पर काफी लम्बा-चौड़ा विवाद हो सकता है। मैं आपका वक्त जाया करना नहीं चाहता हूं एक बात मैं कहना चाहता हूं। अखबारों में प्राइवेट सैक्टर को बिजली घर स्थापित करने की बात कही गई है और यह सम्मानित जिम्मेदार लोगों के ब्यान के आधार पर कही गई है। मैं नहीं जानता कि यह सही है या गलत है, इससे मुझे कोई वास्ता नहीं है। इस देश में बड़े-बड़े सहकारी संगठन है जिनके जिम्मे भारत सरकार ने बड़े-बड़े काम सौंप रखे हैं। आपको यह जानकर प्रसन्नता होगी कि इस देश में कई सहकारी समितियां बिजली के उत्पादन का कार्य कर रही हैं। क्या माननीय मंत्री जी, इन सहकारी संगठनों के माध्यम से बड़ी भारी पूंजी जो इस कार्य में लगायी जा सकती है, इसका उपयोग करने की कृपा करेंगे? यह जो 32 प्रतिशत शार्टेज की बात कही गई है जो सही है। कुल उत्पादन का 32 प्रतिशत चोरी चला जाता है या बेकार हो जाता है।

श्री पी० शिवशंकर : 22 प्रतिशत है।

श्री छोटे सिंह यादव : 22 प्रतिशत ही सही, लेकिन है इससे ज्यादा। इसे चाहे शार्टेज या दुरुपयोग का नाम कह लीजिए या चोरी का नाम भी कह सकते हैं। माननीय मंत्री जी इस ओर विशेष प्रयास करें कि इस खराबी को रोकने के लिए क्या-क्या प्रयत्न कर रहे हैं ?

आपको छोड़कर हिन्दुस्तान का कोई दूसरा आदमी यह नहीं कह सकता कि बिजली का उत्पादन बढ़ा है।

नवम्बर 1982 को एनर्जी सिचुएशन के डिस्कशन के बारे में आंकड़ें प्रस्तुत किए गए हैं। इसमें कहा गया है कि कोटा में जो दो थर्मल पावर स्टेशन कायम किए जाने थे, एक को 9 सितम्बर 1982 तक और दूसरे को जून 1983 तक अपना कार्य आरम्भ कर देना चाहिए। माननीय मंत्री जी को यह बताना चाहता हूं कि सितम्बर 1982 तो खत्म हो गया है, क्या मैं इस कार्य की प्रगति जानने की इच्छा रख सकता हूं। इन शब्दों के साथ मैं आपका आभार व्यक्त करता हूं कि आपने मुझे बोलने का अवसर दिया।

SHRI P. SHIV SHANKAR: On various aspects the hon. Member has made suggestions—be it for the purpose of taking care of or with reference to the transmission lines or with reference to the cooperative institutions involving themselves in power generation—and I will take note of them. I need not dwell on those aspects.

Sir, I am aware that in some places—as have already Stated—the generation has not been going on according to the schedule. Various projects could not be completed according to the schedule, there had been slippages and there had been quite a long delay.

The last question that my hon. friend raised with reference to Kota Thermal Power Station is also one such. I am not denying that part of it because I myself have said that there had been slippages in various projects.

SHRI KRISHNA KUMAR GOYAL: Why don't you ask for an enquiry? As far as Kota Thermal Power Station is concerned, it has been delayed because of defective machinery.

SHRI P. SHIV SHANKAR: I may tell you the problem is of the State Electricity Boards and the State Governments. I have already said what measures are being taken, so far as Centre is concerned, with reference to helping them in monitoring, advising them, trying to procure also for them the various equipments. On our part, we are doing our best. But the question of an enquiry is a matter which will have to be left to the regime of the State Government. It had been a very moot point with reference to BHEL. I would not like to enter into a discussion on this point. We might say that the performance of the BHEL with reference to supply of equipment had not been satisfactory. Well, they had their own reasons for the difficulties that they had been facing. It is true. In fact, it has been appearing in the newspapers. There is also truth to a great extent that the equipments supplied by BHEL had not been free from difficulties. I would not like to say that it was totally otiose but not free from difficulties and it has created a large number of problems for different sectors. This is not the time that I should go into the performance of the BHEL. But, I think; I myself have conceded that a large number of projects that should have been generating power on schedule had not been doing it for various reason. I don't see how I should go into the enquiry with reference to Kota Thermal Power Plant; but, nonetheless, I would certainly convey to the State Government t he anxiety of this House with reference to this plant.

श्री छोटे सिंह यादव : मेरा एक ही प्रश्न था उसका भी उत्तर नहीं आया। प्रश्न यह था कि जो अध्ययन दल आपने नियुक्त किया है क्या उसके विषयों में यह भी शामिल करेंगे कि लोगों ने बिजली के पम्प सेटों के स्थान पर डीजल के क्यों लगवा लिये ?

श्री पी० शिव शंकर : मैंने यह कहा कि जहां तक आपने मुख्तलिफ़ सुझाव दिये हैं उनको मैंने नोट किया है।

MR. DEPUTY SPUEAKER: He has noted down your suggestions. You have made good suggestions.

14.08 hrs.

PETITION *RE.* PREVENTION OF CRUELTY TO ANIMALS

SHRI MOOL CHAND DAGA (Pali): I beg to present a petition signed by Shri Ajeet Rai Surana and others regarding prevention of cruelty to animals under the provisions of the Pervention of Cruelty to Animals Act, 1960 and ban on export of farm pelts.

MATTER UNDER RULE 377

(i) NEED FOR A T.V. CENTRE AT ALLAHABAD.

श्री कृष्ण प्रकाश तिवारी (इलाहाबाद): मान्यवर, उत्तर प्रदेश में इलाहाबाद का समूचे देश की राजनीति में एक महत्वपूर्ण स्थान रहा है और आज भी है। सामाजिक सांस्कृतिक तथा शिक्षा के क्षेत्र में भी इलाहाबाद का एक विशेष महत्व रहा है। इलाहाबाद में पवित्र संगम है यहां हर वर्ष कुम्भ मेला तथा हर छठे वर्ष अर्ध कुम्भ मेला और बारहवे साल पूर्ण कुम्भ मेला लगता है, जिसमें देश भर के लाखों लोग भाग लेते हैं।

इलाहाबाद का यह दुर्भाग्य है कि आज तक इलाहाबाद दूरदर्शन के मैप पर नहीं है जब कि इलाहाबाद में बहुत कम महत्वपूर्ण स्थानों पर टेलीविजन की व्यवस्था है।

इलाहाबाद स्वतंत्रता की लड़ाई का केन्द्र बिन्दु रहा है। इलाहाबाद में डाक तार माइक्रो वेव लिंक उपलब्ध है और उससे थोड़ी धनराशि की व्यवस्था कर के दूरदर्शन का प्रारम्भ वहां किया जा सकता है। मैंने दिसम्बर सन् 1981 में माननीया प्रधान मंत्री जी तथा संचार मंत्री जी से निवेदन किया था। परन्तु उस पर अभी तक कोई कार्यवाही नहीं हुई है।

जनहित में मेरा निवेदन है कि अविलम्ब इलाहाबाद में दूरदर्शन की व्यवस्था कराने के लिए शासन उचित कार्यवाही करे तथा निर्देश दे।

(ii) NEED TO CONTROL APPLE SCALE DISEASE AND TO PROVIDE FINANCIAL ASSISTANCE TO APPLE GROWERS IN HIMACHAL PRADESH.

श्री कृष्णदत्त सुलतानपुरी (शिमला): उपाध्यक्ष महोदय, हिमाचल प्रदेश में अधिक बर्फ तथा पहाड़ों के खिसकने से प्रतिवर्ष फलदार पोधों को काफी हानि होती है।

14.10 hrs.

[Shri N. K. Shejwalkar in the Chair

यही नहीं मेरे संसदीय चुनाव क्षेत्र में शिमला, सिरमौर, सोलन, आदि में सेव, आड़ू, खुमानी, पलम और टमाटर की खेती होती है, जो वहां के किसानों की कैश-क्राप है। इन सब में बिमारियां हर वर्ष लगती हैं, समय पर दवाई न मिलने की वजह से किसानों को भारी नुक्सान उठाना पड़ता है और जो गरीब लोग हैं, वह अपने पौधों को और नकद फसल को बचाने के लिए कोई उपाय नहीं कर पाते, जिससे कि उन्हें लाखों रूपये का नुकसान होता है। इस सबंध में भारत सरकार से मैं यह मांग करूंगा कि हिमाचल के पहाड़ी क्षेत्रों में सेव में जो हर वर्ष स्केप की बीमारी, जो काश्मीर से लेकर सारे हिमाचल प्रदेश में फैल गयी है, इसको खत्म करने हेतु भारत सरकार शीघ्र से शीघ्र कदम उठाये ताकि जो बगीचें लाखों एकड़ में किसानों के लगे हैं, वे नष्ट न हो जायें।

इस सम्बन्ध में भारत सरकार अधिक से अधिक मात्रा में दवाइयों का अनुदान देकर किसानों की आर्थिक सहायता करे जिससे कि उनके बीजों को बीमारी से बचाया जा सके। राज्य सरकार को

भी इस सम्बंध में निर्देश जारी करे जिससे किसानों को इन बीमारियों से जो हानि होती है, उनका समय पर ही इलाज किया जा सके । यदि भारत सरकार इस सम्बंध में बागवानों की रक्षा के लिए मदद न दे सकी तो किसानों की आर्थिक स्थिति काफी बेकार हो जायेगी तथा उनके बालबच्चों का पालन-पोषण होना काफी मुश्किल हो जायेगा ।

अत : मैं कृषि मंत्री जी से अनुरोध करूंगा कि इस संबंध में जल्द से जल्द किसानों को आर्थिक सहायता प्रदान की जाये तथा बगीचों में लगे फलों को जो बीमारी लग जाती है, उसको भी दूर करने के उपाय किए जायें जिससे कि किसानों की आर्थिक स्थिति सुधर सके ।

(ii) Incidents in Jawahar Lal University

श्री राम विलास पासवान (हाजीपुर) : सभापति महोदय, सर्वप्रथम मैं आपसे आग्रह करूंगा और आपके मध्यम से चाहूंगा कि आप स्पीकर साहब तक मेरी भावनाओं को पहुंचा दें । आपके इस लोक-सभा सैक्रेटेरिएट में मेम्बर्स के लिए ट्रांसलेशन की कोई सुविधा नहीं है । यदि कोई मेम्बर अंग्रेजी से हिन्दी में या हिन्दी से अंग्रेजी में किसी चीज का अनुवाद करवाना चाहता है तो उसके लिए कोई सुविधा नहीं है । मेरे जैसे लोगों को इस बारे में बहुत दिक्कत होती है । मैंने लिखकर भी दिया है और आपके नोटिस में लाना चाहता हूं कि आप इस पर गंभीरता से ध्यान दें ।

MR. CHAIRMAN: It has come on record.

श्री राम विलास पासवान : इनका ट्रांसलेशन सैक्शन अनेक्सी में है जो सिर्फ आफिस परपजेज के लिए है, मेम्बर्स के लिए नहीं है । मैं समझता हूं कि इसको आप गंभीरता से लेंगे ।

नियम 377 के अधीन जिस विषय की ओर मैं सदन का ध्यान दिलाना चाहता हूं उस बारे में मेरी स्पीकर साहब से बातचीत हुई थी । यह गंभीर मामला है, जवाहर लाल नेहरू यूनिवर्सिटी के बारे में है । स्पीकर साहब ने कहा था कि यहां मंत्री महोदय मोजूद रहेंगे और मंत्री जी का जवाब भी होगा, लेकिन पता नहीं क्यों और क्या क्या हुआ है ? इसीलिए कल इसको रोककर भी रखा गया था, लेकिन आज भी मैं किसी मंत्री को यहां नहीं देख रहा हूं । आप इसका भी मंत्री महोदय से जवाब दिलवाने की कोशिश करें ।

सभापति महोदय : आपने जो फरमाया अपका रिकार्ड हो गया है, अब आप आगे बढ़िये ।

श्री राम विलास पासवान : स्पीकर साहब का एश्योरेंस है, इसलिए मैंने ध्यान दिलाया । सभापति महोदय, जवाहर लाल नेहरू विश्वविद्यालय के कम्प्यूटर साइंस के प्राध्यापक द्वारा अनुसूचित जाति के छात्रों के साथ कथित अभद्र व्यवहार करने के प्रश्न को लेकर विश्वविद्यालय के सभी छात्र विगत 3 फरवरी, 1983 से ही आन्दोलन पर हैं । छात्रों की मांगें हैं कि उक्त प्राध्यापक को निलंबित किया जाये । छात्रों ने उक्त प्राध्यापक के खिलाफ कोई गंभीर आरोप लगाये हैं ।

जवाहर लाल नेहरू विश्वविद्यालय की स्थापना बड़े आदर्शों को लेकर की गई थी । विश्वविद्यालय के संस्थापकों ने यह माना था कि यह विश्वविद्यालय जाति, धर्म आदि संकीर्णसे भावनाओं से ऊपर रहेगा, लेकिन खेद है कि यह विश्वविद्यालय भी सभी तरह के रोग से

[श्री राम विलास पासवान]

ग्रसित हो गया है । प्राध्यापक द्वारा अनुसूचित जाति एवं जन-जाति के छात्रों को जाति का नाम लेकर अपमानित करना प्रताड़ित करना न सिर्फ शिक्षक समुदाय एवं विश्वविद्यालय को कलंकित करता है, बल्कि विधान एवं नागरिक अधिकार अधिनियम पर भी तमाचा है।

सबसे खुशी की बात है कि विश्वविद्यालय के सभी छात्रों एवं छात्र यूनियन ने इसे गंभीरता से लिया है । उक्त प्राध्यापक के खिलाफ थाना में मुकदमा भी दर्ज है ।

26 फरवरी, 1983 को कार्यकारी कुलपति ने विश्वविद्यालय को अनिश्चित काल के लिए बन्द कर दिया है । छात्रों को होस्टल खाली करने के आदेश दिये जा चुके हैं । दूसरी ओर छात्रों ने होस्टल खाली करने से इन्कार कर दिया है । छात्रों द्वारा धरना का कार्यक्रम जारी है । स्थिति विस्फोटक है । अत : सरकार से मांग है कि सरकार उच्चस्तरीय जांच करावे जिससे विश्वविद्यालय में शांति कायम हो सके ।

(iv) NEED FOR IMMEDIATE RELEASE OF WATER'S FROM THE KOTA BARRAGE IN THE CHEMBAL CANAL.

SHRI MADHAVRAO SCINDIA (Guna): Mr. Chairman, with your permission and through a written statement, I would like to draw the attention of the House and the Government to the plight of farmers in the Chambal Division of Madhya Pradesh.

The farmers of the Chambal Valley in Madhya Pradesh have been facing great hardships owing to insufficient and untimely release of water from the Kota barrage in Rajasthan. Rajasthan has failed to carry out the assurances it gave to Madhya Pradesh at the time of the construction of the Gandhi Sagar and Rana Pratap Sagar Dams and the Kota Barrage. The agreement between the two States has made a provision for 6656 cusecs of water for Madhya Pradesh, but it has probably never received more than 2500 cusecs of water from the Parwati barrage situated on the Rohini Canal. All the efforts made by Madhya Pradesh Government to persuade Rajasthan Government to adhere to the agreement signed between them, have proved of no avail;

In the month of November last year, both the State Governments had jointly drawn up a programme for the release of water for irrigation. Madhya Pradesh has been releasing 6000 cusecs of water from the Gandhi Sagar Dam as per that programme, but Rajasthan has not released 3000 cusecs of water in the Chambal Canal. As a consequence, crops in the districts of Bhind and Morena are drying up fast. The situation has become so serious that the Chief Minister of Madhya Pradesh had to send an urgent telegram to his counterpart in Rajasthan a couple of days back, requesting him to release 3000 cusecs of water from the Kota barrage for the irrigation of Rabi crops in Bhind and Morena.

I urge upon the Government to intervene in the matter without delay and ask the Rajasthan Chief Minister to make arrangements for releasing water in the Chambal Canal from the Kota barrage. In addition, a representative of the Centre should be appointed to ensure that the two State Governments adhere to their agreement.

(v) STEPS FOR ENDING STRIKE IN INDIAN EXPLOSIVES GOMIA.

श्री रामावतार शास्त्री (पटना): सभापति महोदय, इंडियन एक्सप्लोसिव, गोमिया, कारखाने में गत 22 फरवरी से हड़ताल चल रही है जिससे वहां का उत्पादन डप्प पड़ गया है। पिछले करीब एक साल से ब्लास्टिंग विभाग में जब रोलेक्स मशीन आई, वर्क्स रिवार्ड के खाते में उसके उत्पादन का लेखा-जोखा ब्लास्टिंग सेक्शन के ही उत्पादन में जोड़ा जा रहा था। गोमिया मजदूर यूनियन की ओर से प्रारम्भ में ही इस प्रश्न पर विचार करने के

लिए लिखा गया था । परन्तु दुःख है कि, दिसम्बर के अन्त में प्रबंधन ने यूनियन से बिना पूछे या किसी प्रकार का नोटिस दिए रोलेक्स मशीन का उत्पादन ब्लास्टिंग के उत्पादन से अलग कर लिखवाना शुरू किया, जिसका मजदूरों की कमाई पर बुरा प्रभाव पड़ा । ऐसा करके प्रबधन ने औद्योगिक विवाद कानून का खुला उल्लंघन किया है ।

कारखाने के प्लास्टिग विभाग के मजदूरों ने गत जनवरी माह में हस्ताक्षर एकत्र कर प्रबंधन को उक्त नीति को बदलने के लिए अनुरोध किया । प्रबंधन ने यूनियन को सूचित किए बगैर ही 22 फरवरी को उक्त विभाग के मजदूरों को वार्तालाप के लिए बुलाया । प्रबधन की ओर से विभागीय पदाधिकारी ने वार्तालाप में भाग लिया । परन्तु उन्होंने किसी निर्णय पर पहुंचने में अपनी असमर्थता प्रकट की । उसके बाद आयोग वार्तालाप में विभाग के वरिष्ट पदाधिकारी ने भाग लिया । उन्होंने एकत्र मजदूरों के विरुद्ध अपशब्द कहे तथा उन्हें अपमानित किया । फलत: मजदूरों ने हड़ताल कर दी जो आज भी जारी है ।

बिहार सरकार के श्रम विभाग ने हड़ताल को गैर कानूनी घोषित कर दिया है । प्रबंधन ने कुछ मजदूरों पर मुकदमा चला रखा है । उन पर मुअत्तली और चार्ज-शीट की तलवार लटक रही है ।

अगर हड़ताल को शीघ्र समाप्त नहीं करवाया गया तो विस्फोटक के अभाव में कोयला खान और कोयले के अभाव में स्टील प्लांट बुरी तरह से प्रभावित होंगे । अत: श्रम मत्री से मेरा अनुरोध होगा कि वे वहां की स्थिति में हस्तक्षेप करें और मजदूरों के सहयोग से सामान्य स्थिति उत्पन्न करने में सहायक हों ।

(vi) NEED FOR ADEQATE WAGES TO THE LABOUREFS ENGAGED IN PLUCKING TENDU LEAVES.

श्री बाबू राव परांजपे (जबलपुर) : मध्य प्रदेश बनों से भरा है तथा अनेक प्रकार की बनोपज यहां पर प्रचुर मात्रा में होती है । यहां के बनवासी गरीब मजदूर बनोपज से प्राप्त रोजी पर आधारित हैं ।

मध्य प्रदेश शासन द्वारा लघु बनोपज का राष्ट्रीयकरण करते समय यह आश्वासन दिया गया था कि बिचौलियों को हटा कर वन श्रमिकों को शोषण से मुक्ति दिलाई जायगी । इस बीच सरकार को केवल तेन्दू पत्ते की वार्षिक आय एक करोड़ से बढ़ कर 40 करोड़ तक पहुंच गई है तथा तेन्दू पत्ते का बाजार भाव भी प्रति सौ गड्डी का 20 रुपये से बढ़कर 25 रुपये तक हो गया है, लेकिन अधिकारियों द्वारा वनवासी मजदूरों को जो कठिन मेहनत से पत्ता तोड़ते हैं तथा बांधते हैं, को मात्र 5 रुपये 25 पैसे मजदूरी देना तय किया है ।

वन क्षेत्रों में कार्य करने वाले मजदूरों की निम्नतम मजदूरी सात रुपये दैनिक सरकार द्वारा निश्चित हो गई है लेकिन देखा जा रहा है कि देन्दू पत्ता कटाई के समय मजदूरों को मात्र 2 रुपये, 2 रुपये 50 पैसे, प्रतिदिन ही दी जाती है जो उन का प्रत्यक्ष शोषण है । इसी प्रकार सरई बीज का बाजार भाव दो रुपये से सवा दो रुपये प्रति किलो तक हो गया है, लेकिन मजदूरों को इस को मजदूरी आठ पैसे प्रति किलो दी जाती है ।

मैं केन्द्रीय शासन से प्रार्थना करता हूं कि तेन्दू पत्ता तुड़ाई की मजदूरी आठ रुपये, सरई बीज की मजदूरी 1 रुपये प्रति किलो तथा बनवासी मजदूरों की निम्नतम मजदूरी जो सात रुपये दैनिक है वह दिलवाने का प्रबंध करें और उन का शोषण बन्द करावें ।

(vii) PLIGHT OF WIDOWS FROM BANGLADESH IN ASHRAM AT KARNAL

SHRI SUDHIR GIRI (Contai): Sir, in 1966 a group of women who were widowed as a result of communal violence in East Pakistan, now Bangladesh, had crossed over Indian border along with their children in quest of shelter. The Central Government sent those refugee widows accompanied by their children to the State of Haryana with the intention of permanently settling them.

The widows were put up in an Ashram in the Karnal district town. Since then, they have been staying there in the Ashram with a dole of Rs. 50 per head. They were provided with a single room for each family.

Very recently, I along with two other hon. Members of Parliament visited the Ashram and saw with our own eyes the distressing conditions the unfortunate widow with their sons and daughters have been living in.

Almost all the rooms have been partially damaged and many of them have been damaged completely, rendering the inmates absolutely helpless. This state of affairs is a slur on our national glory in as much as, although these people, the victims of the partition of India, were promised shelter and honour similar to that of ours, they are being treated otherwise.

I would, therefore, demand that those refugee families be settled permanently and pending such settlement, they be given a dole of Rs. 100 per head and their residential rooms repaired immediately.

(vii) NEED FOR HELP TO CATTLE GRAZERS' FAMILIES OF BHARATPUR BIRD SANCTUARY

SHRI RAJESH PILOT (Bharatpur): A few months back, grazing in Bharatpur Bird Sanctuary was stopped by the authorities, with a promise to resettle and rehabilitate all those families, who would be affected for their livelihood. Thousands of people, who had been supporting their families through cattle grazing in the bird sanctuary from the last hundred of years were suddenly deprived from this livelihood for their families.

The authorities promised to allot extra grazing land to all the affected villages and to fix some jobs for all those families specially those families whose heads and members have been killed in police firing, while implementing the order for stopping grazing.

To the surprise of people, none of the promise had been implemented so far and most of these families are on the verge of starvation because there is no other means to support the families immediately. I request the Central Government to intervene and ensure that the authorities implement what all has been promised to the affected people before this decision was taken.

14.25 hrs.

RAILWAY BUDGET 1983-84—GENERAL DISCUSSION—*contd.*

MR. CHAIRMAN: Now, we take up the General Discussion on Railway Budget. Shri R. P. Yadav may now resume his speech.

श्री राजेन्द्र प्रसाद यादव (मधेपुरा) : सभापति जी, कल मैंने रेल मंत्री जी को धन्यवाद दिया था और कहा था कि इन के कार्यकाल में दुर्घटनाएँ घटी हैं । क्षमा कीजिये, मेरा मतलब घटने से नहीं है, बल्कि कम होने से है । विभिन्न जांच कमीशनों की रिपोर्टों के आधार पर ये घटनाएँ रेल कर्मचारियों की गलती से हुआ करती हैं । लेकिन प्रश्न यह पैदा होता है कि ये गल्तियां हमारे रेल कर्मचारी क्यों करते हैं । इस विषय पर थोड़ा सोचने की जरूरत है । मैं इस का मुख्य कारण यह मानता हूं कि कर्मचारियों को ज्यादा देर तक काम करने के लिये बाध्य किया जाता है । ये जो विभिन्न कमीशन्ज बने, उन की

रिपोर्ट में कहा गया तथा सरकार ने माना भी है कि 10 घन्टे की ड्यूटी होनी चाहिये, लेकिन वह आज तक इम्प्लीमेंट नहीं हो पा रही है । मैं उदाहरण दे सकता हूं – आज गार्डों और ड्राइवरों को 19–20 और 21 घन्टे तक काम करना पड़ता है तथा जिस स्थिति में वे काम करते हैं उस से आप अन्दाजा लगा सकते हैं कि उन के दिल और दिमाग पर इस का क्या असर हो सकता है । मैं सरकार से आग्रह करना चाहूंगा कि 10 घन्टे की ड्यूटी की थ्यूरी को शीघ्रातिशीघ्र इम्पलीमेंट करें ।

दूसरी बात––रेल कर्मचारी आज असुरक्षा फील करते हैं । जब वे बाहर जाते हैं तो परिवार के लोग पीछे छूट जाते हैं और आज देश में जो माहौल बन रहा है वे आश्वस्त हों कि सही-सलामत लौट कर आयेंगे । जब तक वे बाहर रहते हैं उन के परिवार के लोगों का ध्यान बराबर उन की तरफ लगा रहता है कि वे कब सही-सलामत लौट कर आयेंगे और इसी तरह से उन का ध्यान भी अपने परिवार की ओर लगा रहता है । मेरा आग्रह है कि सरकार इस तरफ विशेष ध्यान दे––जिस से कि वे जब अपनी ड्यूटी पर आयें तो उनका मन भी अपने परिवार के प्रति आश्वस्त हो तथा उन के परिवार को भी उनके सही समय पर लौट आने का विश्वास हो ।

इसी सन्दर्भ में मैं यह भी कहना चाहूंगा–सरकार यदि जीतेजी लोगों में बराबरी नहीं ला सकती है तो कम से कम मरने के बाद जो मुआवजा दिया जाता है उस में तो बराबरी लाये । आप देखेंगे–आज हवाई दुर्घटना में यदि कोई मरता है तो उस को एक लाख रुपये का मुआवजा मिलता है, रेल दुर्घटना में यदि कोई मरता है तो उसे 50 हजार रुपये का मुआवजा मिलता है और यदि सड़क दुर्घटना में कोई मरता है तो उसे 10 हजार रुपये दिये जाते हैं । हमारी समझ में यह बात नहीं आती है––जान की कीमत अलग-अलग तरह से मरने पर अलग-अलग क्यों है ? जान की कीमत एक होती है, फिर यहां पर भेद क्यों है ? मेरा अनुरोध है कि किसी भी तरह की दूर्घटना में जो आदमी मरे उसे एक लाख रुपये मुआवजे के रूप में अवश्य दिये जायें ।

इसी सन्दर्भ में मैं बागमति पर हुई रेल दुर्घटना का जिक्र करना चाहता हूं । 6 जून, 1981 को 416 डाउन समस्तीपुर पैसेन्जर बागमति नदी में गिर गयी । यह दुनिया में पहली घटना थी, जिस में पूरी गाड़ी नदी में चली गई और इन के उस समय के रेलवे बोर्ड के अध्यक्ष (श्री गुजराल), कहते हैं कि जो हवा आई वह ट्रेन को खिलौने की तरह से उठा कर ले गई । मेरी समझ में यह बात नहीं आती है–इन के ऐसे बड़े अधिकारी इस तरह की बात करते हैं और रेल मंत्री जी ने भी उसी तरह का बयान दे दिया कि हवा का झोंका आया और उसने रेल को खिलौने की तरह नदी में गिरा दिया.....

श्री हरिकेश बहादुर : इन को भी ऐसे ही गिरा दिया जायगा ।

प्रो. सत्य देव सिंह : नहीं, यह तो रहेंगे ।

श्री राजेन्द्र प्रसाद यादव : यह तो हमें पता नहीं कौन कब तक रहेगा, लेकिन यह विषय इस समय नहीं है । (व्यवधान)...

[श्री राजेन्द्र प्रसाद यादव]

सभापति जी, मैं कहना चाहता हूं कि जो लोग दुर्घटना में मरे, आज तक उनके परिवारों के क्लेम सेटिल नहीं हुए। मैं आग्रह करूंगा कि आप जल्दी से जल्दी अपने कमीशन को कहें कि उनके बारे में फैसला करे। जो लोग आपके मुताबिक मरे हैं कम से कम उनके परिवारों को तो मुआवजा दे दिया जाए।

मैं यह भी चाहूंगा कि आप अपने कानून में ऐसा संशोधन करें कि मरने वाले के दादा-दादी को भी मुआवजा मिल सके। आजकल कानून यह है कि जो लोग मर जाते हैं उनके लड़के-लड़की या माता-पिता को मुआवजा दिया जाता है। लेकिन इस दुर्घटना में तो कई पूरे के पूरे परिवार समाप्त हो गये हैं। उन परिवारों के जो नियरेस्ट सरवाइवल दादा-दादी हैं उनको भी आप मुआवजा देने की व्यवस्था करें। यह न हो कि उन लोगों के परिवार के किसी भी व्यक्ति को सहायता न दी जाए।

सभापति जी, रेल मंत्री जी ने यात्री और माल भाड़े में बढ़ोतरी की है। यह सरकार कहती तो यह है कि यह समाजवादी सरकार है। मैं इस समाजवादी सरकार का नमूना आपके सामने पेश करना चाहता हूं कि किस तरह से ऊंची क्लास में कम किराया बढ़ाया है और नीची क्लास में ज्यादा किराया बढ़ाया है।

इनकी यह रिपोर्ट है— माल भाड़े की दरों और यात्री किरायों में समायोजन के प्रस्तावों का व्याख्यात्मक ज्ञापन इस रिपोर्ट के पेज तीन पर दिया हुआ है कि सौ किलोमीटर की दूरी के लिए एयर कंडीशण्ड फर्स्ट क्लास का वर्तमान किराया 84 रूपये है, उसका इन्होंने किराया बढ़ाना प्रपोज किया है 84 रुपये। फर्स्ट क्लास का वर्तमान किराया 39 रुपये का 39 रुपये रहेगा। एयर कंडीशंड चेअरकार का वर्तमान और प्रपोज्ड किराया 22 रुपये है। सेकिंड क्लास का किराया मेल और एक्सप्रेस में वर्तमान आठ रुपये किराया 9 रुपये 50 प्रपोज किया गया है। आर-डिनरी सेकिंड क्लास का 5 रुपये 70 पैसे का 6 रुपये 50 पैसे प्रपोज किया गया है। यह है उदाहरण इनका गरीबों की मदद करने का।

इसी संदर्भ में मैं एक और उदाहरण देना चाहता हूं। इसी रिपोर्ट के पेज 9 पर मासिक सीजन टिकटों का एक से पांच किलोमीटर के लिए किराया दूसरे दर्जे का 6 रुपये 50 पैसे से बढ़ा कर 15 रुपये कर दिया गया है और पहले दर्जे का किराया 26 रुपये से बढ़ा कर 60 रुपये कर दिया गया है। इस तरह से आप देखेंगे कि नीचे दर्जे के किरायों में बढ़ौतरी कितनी अधिक है। इसलिए मैं मंत्री जी से आग्रह करूंगा कि वह इस बढ़ौतरी को दूर करने का प्रयास करें अगर आप वास्तव में गरीबों की मदद करना चाहते हैं तो।

मैं एक बात यह कहना चाहता हूं कि मंत्री जी रेल बजट को सीरियसली लें। हमने गत साल भी रेल बजट पर बोलते हुए कहा था कि रेलवे का पिलफेज में सौ करोड़ रुपया साल जाया होता है। इस पिलफ्रेज का रेल बजट में कहीं जिक्र नहीं है। अगर इस पिलफ्रेज को प्लग कर दिया जाए तो आपको पेसेंजर किराया और माल भाड़ा बढ़ाने की जरूरत नहीं होगी। पिछले साल के बजट में भी और इस साल के बजट में भी इस पिलफ्रेज का कहीं जिक्र नहीं है। पता नहीं इनके

अधिकारी रेल बजट बनाते समय इस चीज़ को कैसे उड़ा देते हैं ?

मैं माननीय रेल मंत्री जी का ध्यान इस ओर आकृष्ट करना चाहूंगा ।

इसी संदर्भ में यह भी कहना चाहूंगा कि रेलवे प्रोटेक्शन फोर्स को अधिक अधिकार दिए जाने के बारे में कई बार यहां पर बात हुई, लेकिन पता नहीं सरकार उनको ये अधिकार क्यों नहीं दे पा रही है। अभी उनको काग्नीजेंस का अधिकार नहीं है, केस करने का अधिकार नहीं है रेलवे की पहरेदार आर पी एफ ही है, जिसको रेलवे प्रोटेक्शन फोर्स की जगह रेलवे प्लंडर फोर्स कहा जाता है । मेरा निवेदन है कि इसको वास्तविक रेलवे प्रोटेक्शन फोर्स बनाएं और इनको अधिकार देने का प्रयास करें ।

एक आग्रह और करना चाहूंगा । आपने माल भाड़ा बढ़ाया,लेकिन कम से कम नमक, खाद और खाद्यान्न पर इसको न बढ़ाएं, ताकि कमजोर तबके को तकलीफ न हो ।

कोयले के ईंजिनों को डीजल और बिजली में परिवर्तित करने की बात भी कही गई । मैं जिस भूभाग से आता हूं वह एन ई का सहरसा और पूर्णिया का इलाका है । वहां पर एक ही जानकी एक्सप्रेस ट्रेन है जो नेपाल के बार्डर जय नगर से चलकर कटिहार तक आती है। रास्ते में बार-बार ईंजिन खराब होता है। मेरा निवेदन है कि कम से कम इसमें डीजल इंजिन लगाया जाए ।

छोटी लाइनों को बड़ी लाइनों में परिवर्तित करने की बात भी कही गई। यह समय और धन की बचत के लिए उचित भी है। मंत्री महोदय ने कहा कि पैसे की कमी है, लेकिन जो काम शुरू हो चुके हैं उनको पूरा किया जाएगा । मैं जानना चाहूंगा कि समस्तीपुर दरभंगा लाइन जो 1973 में अप्रूव हुई और लास्ट इयर टेंडर काल किए गए, पैसा भी खर्च किया गया और कर्मचारी भी नियुक्त किए गए। उसको पूरा किया जाएगा या नहीं ? काम शुरु नहीं हुआ है और वहां पर इस बात को लेकर दरभंगा में एजीटेशन भी हुआ है और लगभग 500 आदमी जेल में हैं । तीन आदमियों ने दिल्ली में भी गिरफ्तारी दी है । इस काम को क्यों वापिस ले लिया गया यह हमारी समझ में नहीं आता है । इसी प्रकार पूर्णिया-कटिहार लाइन के लिए भी बजट में पैसा दे दिया गया, लेकिन आज तक काम शुरू नहीं हुआ। इसलिए मेरा अनुरोध है जैसा कि मंत्री महोदय ने स्वयं कहा है कि जिन कार्यों को टेकअप कर लिया गया है, उनको पूरा किया जाएगा, इसलिए इन कार्यों को भी शीघ्र पूरा किया जाए ।

इसी प्रकार दरभंगा स्टेशन के रीमाडलिंग की योजना भी स्वीकृत हो गई थी पावर हाउस ठीक करने की स्कीम भी बन गई थी, लेकिन आज तक कोई काम नहीं हुआ ।

मैं माननीय रेल मंत्री जी से निवेदन करना चाहूंगा कि वे सारे देश के रेल मंत्री हैं, लेकिन आज उन पर आरोप लगाया जाता है कि वे केवल मालदा के रेल मंत्री होते जा रहे हैं। मेरा उनसे अनुरोध है कि वे मालदा के रेल मंत्री न बने, सारे देश के रेल मंत्री बनें।

रीजनल इंबेलेंसेस की बात की जाती है। लेकिन बैकवर्ड इलाके में रेल पहुचाने

[श्री राजेन्द्र प्रसाद यादव]

के बारे में कोई चर्चा इसमें नहीं की गई है। बिहार बैकवर्ड इलाका है। मैं जिस इलाके से आता हूं वह मधेपुरा सिंहेश्वर क्षेत्र है। वहां पर 9 किलोमीटर लाइन को आज तक पूरा नहीं किया जा रहा है। इसमें कोई बड़ा खर्चा भी नहीं है। मेरा अनुरोध है कि इस कार्य को जल्दी पूरा किया जाए।

MR. CHAIRMAN: You are arguing. You are not just telling the points. You are aruging again. You have already taken half-an-hour.

SHRI R. P. YADAV: I am coming to next points, Sir.

MR. CHAIRMAN: Please wind up your speech.

श्री राजेन्द्र प्रसाद यादव : मंत्री जी ने कहा है कि कैटैगरीवाइज यूनियन से वार्ता करने में उनको दिक्कत होती है इसलिए कनफैडेरेशन बना है। उनके लोग साल में दो बार रेलवे बोर्ड की स्टेज पर अधिकारियों से मिलेंगे। मैं आग्रह करूंगा कि इस सुविधा को लागू किया जाए ताकि कर्मचारियों को विश्वास हो कि उनकी बात सुनी जाती है।

पटना में गंगा पर रेल-कम-रोड की मांग बहुत दिनों से आ रही है, करीब 50 सांसदों ने ज्ञापन भी दिया है और प्राइम-मिनिस्टर को भी लिखा है। मैं चाहूंगा कि रेल मंत्री जी इसको मान लें। अंत में मैं अपनी बात कहकर खत्म करना चाहता हूं और वह यह कि सोन-भद्र एक्सप्रेस में पैन्टरी नहीं होती है इसके लिए मंत्री महोदय वायदा भी कर चुके हैं। इसे पूरा किया जाए।

पंक्चुअलिटी का जो आपने नारा दिया इसे आप अमल में लाएं। यदि आप इसे अमल में लायेंगे तो रेल में लोगों का विश्वास बढ़ेगा।

SHRI G. L. DOGRA (Jammu): Sir, the speech of the Hon. Minister deserves commendation for identifying the problems and for its bold efforts to find solutions. Solution of those problems lies in finding the money needed and the Railway Minister has taken the necessary steps to find the money.

My first and foremost request to the Railway Minister and to the Government is that the money that is found must be set apart as Railway Development Fund and it must be utilised for the purposes for which it is intended under the able and expert advice of the Finance Commission, the Finance Ministry and other advisors of the Government of India. This money should not be added to the general revenues. This is a money which we are getting from the users of the railways and this should be utilised in order to protect the railway property, to make railway research, to renovate the railway lines and railway locomotives either of diesel, electric or steam and to renovate workshops. These funds should be utilised only for these purposes. Otherwise, every year this problem will be coming up and every Railway Minister will become frustrated and he will try hard to tap resources for these purposes but in vain. He will not be able to find any means because after all there are limitations. The fares and freights cannot be increased to an unlimited extent. I, therefore, urge upon the Government strongly that this money must be set apart only for these specific purposes for which it is intended.

If the railway has to pay some dividends to the general revenue, they may pay it. My suggestion for consideration of the Government is that there should be a rationale for the payment of dividends. If a loan is taken from the general revenue, the dividends cannot go on increasing in an unlimited manner. I do not know how the

Railway Convention Commitee had increased the rate of dividend. It should be reconsidered and if the Government needs money for ways and means purposes, they can utilise it. But the fund must remain separate and distinct.

In this connection, I would also like to refer to the views expressed by the former Railway Minister, Prof Madhu Dandavate, who suggested—although my friends in the Opposition are attacking the Railway Minister for raising the second class fare now—that all social obligations which the railway has been performing so far should be withdrawn and they should be met by the general revenues. All the social obligations or very essential services are services to the poor who have no means to make both ends meet. If those social obligations are withdrawn, the poor people would be the most hardhit and it would lead to an unmanageable situation and it would become impossible to continue with this work through railways for all times to come and, therefore, I would request the Hon. Railway Minister not to agree to this suggestion. I wonder why Prof. Dandavate, with all his education and with all his progressive socialist views, should make such a suggestion which go against the very concept of social welfare and which in fact undermines social welfare! It is for the welfare of the weaker sections of the people particularly that the All India Congress has fought from its very inception and will continue to fight. They are the people who elect their representatives and send them to the House, whether they are sitting on the Opposition or on our side. He has criticised what the Railway Minister has done. The Railway Minister has only tried to make money from the people to whom he is giving special services, even Second Class Sleepers. If people want to sleep in the train, spend a comfortable night, they have to pay for it, they will pay and they will be made to pay. If people want to travel in the higher class, they have got to pay, they will be made to pay. They have to pay for the maintenance of tracks, for the maintenance of assets, for the maintenance of locomotives, for the maintenance and repairs of coaches and wagons. I do not know how a man like him could make this suggestion: 'You charge full freight on relief goods; you charge full freight on those goods for which the freight level is low'. It is low because they are foodgrains or salt; these are necessities of life. In order to keep them cheap, this has been done. Shall we withdraw those facilities which were even given by the imperialists, and foreign rulers? I would suggest to the Railway Minister not to get a bad name by accepting this suggestion of even the soundest Member in the Opposition. This does not deserve any consideration at all. I cannot but feel sorry for him.

So far as safety, security and punctuality are concerned, they are very important things and they must be looked into. For realising these objectives, the cooperation of the staff is necessary. For realising these objectives, maintenance of the tracks and the rolling stock is very essential. As far as staff is concerned, they have to be kept happy. They do not consist only of workers, but also of officers. The cooperation of the officers is very necssary. So far as the Railway Board is concerned, I am not one of those who advocate its abolition. I must say that a thing which has stood the test of time should be continued. But there has been something. The powers are defined in such a way that some strong-headed Chairmen of the Board have always defied the Ministers. This feud is an old one. This has to be set right. I do not want to say anything against anybody. When you, in the Consultative Committee meeting, announced consideration of the concession that the MPs travelling in Rajdhani would be given the same concession as in other trains, in order to show that the Board was higher than MPs and Ministers, a circular was issued to withdraw all those concessions which were being enjoyed by the MPs. As you know, a hue and cry was raised in this House and in

[Shri G. L. Dogra]

the other House also. Some of the MPs whose spouses were travelling in a different Class died on the way and the spouses came to know about their death only when they reached the destination. It was, therefore, considered advisable that the person accompanying the M.P., may be spouse or anybody, should be with the M.P. so that the person accompanying can keep company and look after his or her health and interests. But what happened was that a circular was issued that whereas an MP can travel in ACC II sleeper, the person accompanying the MP must pay the difference between the ACC II sleeper and the First class. Actually the wish of the members of the Parliament was implemented under the directive of the Railway Ministry. It was being implemented but it was withdrawn just to show that the Chairman of the Railway Board was higher than the Minister. The Chairman of the Railway Board probably did not like the independent views of the Minister and also probably the Chairman of the Railway Board did not like MPs supporting the Railway Minister. Therefore, this circular was issued. My request is that if another order is required, that order must be issued. After all this is a sovereign House and a directive was issued to achieve a particular object and that object should be realised.

I would like to draw your attention to certain other things also. . .

MR. CHAIRMAN: The hon. Member's time is up.

SHRI G. L. DOGRA: I do not know why whenever I speak, the Chair gets impatient.

MR. CHAIRMAN: No question. Your Party has allowed only 10 minutes to your members.

SHRI G. L. DOGRA: I would like to say a word about extension and conversion of new lines. Here certain priorities are age-old. Here defence gets the priority. We have also to see the way the world is moving. A conflict can erupt any time around us. We know people talk sweetly to us but at the same time, they are making preparations. They are collecting arms and armaments. They are making preparations for strengthening their defence forces and defence equipment. The best and the quickest mode of carrying the defence personnel and defence material is the railway. We know the recent past history of this sub-continent and the countries around us we know who are the people who are hostile to us and we must know we have got to carry the defence forces and we must be able to carry them by railway to the nearest place where they are located. Railway line cannot be laid in a day. So preference must be given in surveying those railway lines; not only surveying, but construction of the line should also be taken up. From that point of view, a line between Jammu and Udhampur is very necessary. A bigger provision should be made for this. You constructed a line from Pathankot to Jammu and you have seen that the investment you have made on this line, you were able to realise, according to my information, within a few years. So if you extend it upto Udhampur, you serve both the purposes—the defence as also you make an economically sound investment.

Then about doubling of line between Jalandhar and Jammu Tawi, it should be not only surveyed but you should start doing something also. In Himachal Pradesh you have to extend the line from Jogender Nagar to Mandi and from Nangal to Mandi because they are very important projects from the defence point of view. You can see the condition of our branch lines. If you see our coaches, you will find that even the First Class compartment is in a very bad shape, the berths are torn, and if you go to the lavatory, it is awful, it is horrible, and one feels ashamed of being a Member of Parliament. That is why I am supporting Hon. Minister's proposals.

So far as Second Class passengers are concerned they belong to the lower middle class, people living below po-

poverty line. It is those pesople who have sent us here, the Members, in every section of the House. Therefore, we should not forget them. India does not consist of only territory, but territory with people. It is not a country for a few privileged persons like big landlords or capitalists or industrialists. India is for the people who were born here and are living here and most of them are poor people. So, get your resources fom all others to whom you give special concession or special services. But for the poor people, for sitting accommodation in Second Class, you have a cheap rate so that they can move. They have been denied even the basic amenities in the villages by the big landlords; they cannot earn their livelihood there and for getting service, they have to go to the cities. So, the fare for them should not be very high. In my opinion, the fare for Second Class sitting accommodation should be brought down. So far as the charges for Sleepers or sleeping accommodation are concerned, you can increase it; even if you increase it further, there is justification. But for Second Class sitting accommodation, the fare should be brought down. We must help those people to come to the cities to find jobs because in the villages they have no place after agriculture has been mechanized, and where it is not mechanized, it is not profitable. Therefore, all the people who are living in the villages are not absorbed by the agricultural economy; they have to find a place somewhere else.

Since there is a restriction on time, I would say that the fares for Second Class sitting accommodation should be brought down. So far as service lines or branch lines are concerned, they should be looked after properly and priority must be given to them in doubling the line, and in construction of new lines. So far as security of the county is concerned, it should have priority over everything else. I would say that you must examine where the requirements of new lines are. Taking the full data into consideration, you apply your mind according to the limitation of the funds and select the lines which are the most essential and which are in the interest of the country. The decision should not be on the basis of the pressure of certain people or the cajoling of certain people.

श्री हरिकेश बहादुर (गोरखपुर) : माननीय सभापति जी, जब माननीय रेल मंत्री जी ने कार्य सम्हाला और जब उन्होंने रेलवे बोर्ड का आपरेशन शुरू किया तो ऐसा लगा कि वे देश की रेल व्यवस्था में बहुत बड़ा सुधार करने की बात सोच रहे हैं। यह आशा भी थी कि वे एक अच्छा रेल बजट सदन के सामने प्रस्तुत करेंगे लेकिन बड़े अफसोस की बात है कि जो रेल बजट भारत की जनता को दिया गया वह भारतीय अर्थ-व्यवस्था के लिए विनाशकारी सिद्ध होगा। खास तौर से यह बजट गरीबों के लिए बहुत ही घातक सिद्ध होने वाला है। यह सरकार गरीबी हटाने की बात करती है लेकिन गरीब आदमी के उपर बोझ बढ़ रहा है। जो बोझ यह सरकार स्वयं बढ़ा रही है उसपर उसका ध्यान कभी नहीं जाता। जब जनता पार्टी की सरकार थी और प्रो. दंडवते जी रेल मंत्री थे तब उन्होंने तीन रेल बजट प्रस्तुत किए थे और वह तीनों ही सरप्लस बजट थे जबकि उन्होंने कभी यात्री किराया नहीं बढ़ाया, प्लेटफार्म टिकट का भी दाम 50 से घटाकर 30 पैसे कर दिया, स्लीपर के चार्जेज भी कम कर दिये और सिटिंग चार्जेज भी कम किए तथा साथ-साथ कर्मचारियों को भी बहुत सुविधाएं प्रदान कीं। फिर भी उनके बजट कैसे सरप्लस थे ? (व्यवधान) उस समय तमाम रेल लाइने भी बनाई गईं, नयी नयी योजनाएं भी ली गईं। जिन योजनाओं को उन्होंने अपने हाथ में लिया था वह आज भी ज्यों की त्यों पड़ी हुई

[श्री हरिकेश बहादुर]

हैं, उनपर आज कोई काम नहीं हो रहा है । वास्तव में मौजूदा सरकार को मालूम ही नहीं कि देश की जनता को अधिक से अधिक राहत देकर सरप्लस बजट किस तरह पेश किया जाए । यदि किराया बढ़ाना ही था तो आप को चाहिए था कि आप प्रो० मधु दंडवते जैसे योग्य लोगों से पहले राय ले लेते । ये ऐसे व्यक्ति हैं जिन की राय से जनता को तो लाभ होता ही, साथ ही आप को भी लाभ हो सकता था. . . .

. . . (व्यवधान) . . .

सन 1980–81 से ले कर आज तक पांच बार किराया में वृद्धि हुई है, कभी बजट के द्वारा और कभी नोटिफिकेशन के जरिये और इस प्रकार लगभग 1309 .16 करोड़ रुपये का बोझ भारत की जनता पर लाद दिया गया । इस तरह से तो यह सरकार भारत की गरीब जनता को राहत देने का काम कर रही है ।

अब जरा ट्रेनों की हालत देखिये– मैं खास तौर से उन माननीय सदस्यों को बतलाने के लिए कहना चाहता हूं, जो अभी हंगामा कर रहे थे–बिहार और पूर्वी उत्तर प्रदेश से आने वाले सैकण्ड क्लास के यात्री ट्रेन की बोगी में बैठ कर नहीं आते हैं बल्कि ट्रेन की छत पर बैठ कर आते हैं और उन के पास टिकट भी होता है । क्या आप लोग इस बात को सुनिश्चित करेंगे कि उन को कम से कम बोगी में बैठने की जगह तो मिल जाय ? रेलों में सुधार की बात तो दूर रही, केवल किराये बढ़ा कर यात्रियों की असुविधाओं बढ़ाने की कोशिश सरकार कर रही है । . . . (व्यवधान) . . . इस लिए मेरी सब से पहली मांग यह है कि सैकण्ड क्लास में किराया बढ़ना तो तत्काल बन्द किया जाना चाहिए । यदि आप उन को सुविधाएं प्रदान नहीं कर सकते, तो फिर किराये बढ़ाने का कोई औचित्य नहीं रह जाता है । सैकण्ड क्लास के किराये में जो बढ़ोत्तरी इस साल बजट में की गई है उसे पूरा वापस ले लिया जाय, क्योंकि वह बढ़ोत्तरी देश की आम जनता के लिए बहुत भारी बोझ है । एक तो पहले ही आसमान छूती मंहगाई है जिस से जनता की कमर टूट रही है, ऊपर यह बोझा लाद कर आप ने जनता पर बहुत बड़ा प्रहार किया ।

15.03 hrs.

MR. DEPUTY SPEAKER *in the Chair.*

जहां तक खाने पीने की वस्तुओं के लाने-ले जाने का सम्बन्ध है– उस के भाड़े में आप ने जो वृद्धि की है उस को तत्काल वापस लेना चाहिए । अगर ऐसा नहीं किया जाता है तो मैं समझता हूं कि यह सरकार जनता को किसी भी प्रकार की राहत देने की कोशिश नहीं कर रही है । गाड़ियों में बिलकुल सफाई नहीं रहती है, गाड़ियों में तथा स्टेशनों पर भोजन तथा पानी की व्यववस्था ठीक नहीं होती है । ट्रेनों के अन्दर बैठने की जगह नहीं होती है । ट्रेनों के अन्दर लोगों की सुरक्षा नहीं है । ऐसी हालत में सरकार किराया बढ़ाती रहे और लोगों की सुविधा पर ध्यान न दिया जाय तो इस का मतलब है जो बजट आप द्वारा पेश किया गया है वह जनता के लिए नहीं है, बल्कि देश की जनता को लूटने के लिए है, उन की सुविधा के लिए नहीं है । मैं यह भी कहना चाहता हूं कि गाड़ियों के अन्दर सैकण्ड क्लास के डिब्बों की संख्या बढ़ाई जानी चाहिए । सैकण्ड क्लास

के डिब्बों की संख्या फर्स्ट क्लास एयर कंडिशन्ड और चेयर कार से कम है, जिसकी वजह से आदमियों को सैकेंड क्लास में सफर करने में कठिनाई होती है। यदि सैकेंड क्लास के डिब्बों में अधिक से अधिक संख्या बढ़ाने की गुंजाइश है, तो अवश्य बढ़ाई जानी चाहिए।

आजकल ट्रेनों में हमारी सुरक्षा का पूर्णतः अभाव हो गया है। आए दिन ट्रेनों में डकैतियां पड़ रही हैं और ट्रेनों को लूटा जा रहा है। इस तरह के उदाहरण आपको आपके शासक दल के लोग, श्री महावीर प्रसाद और श्री कल्पनाथ सोनकर जो आप के करीबी संसद सदस्यों में से हैं, दे सकते हैं। उत्तर प्रदेश कांग्रेस कमेटी के अध्यक्ष, श्री सुखदेव प्रसाद, जो दूसरे सदन के सदस्य हैं, उनसे पूछ लीजिए, यदि आपको हम पर यकीन न हो। किसी प्रकार से इनकी तो जान बच गई, लेकिन सामान फिर भी चला गया। इसी प्रकार सभी गाड़ियों में यही हालत है।

आपके आई० जी० 1974 से यहीं पर बैठे हुए हैं। सुरक्षा व्यवस्था इतनी खराब हो गई है। प्रधान मंत्री कहती हैं कि अधिकारियों को चार-पांच साल तक एक जगह न रखा जाए, उनको हटाया जाए। क्या आई० पी० एस० कंडर का आप को सिर्फ यही एक आदमी मिला है और कोई दूसरा आदमी नहीं है, जो डायनेमिक तरीके से इस समस्या का हल कर सके। इन बातों की तरफ आपका ध्यान नहीं है।

दुर्घटनायें आम तौर पर गाड़ियों में होती रहती हैं। उन दुर्घटनाओं की ओर अभी माननीय सदस्यों ने व्यापक प्रकाश डाला है। मैं सिर्फ इतना ही कहना चाहता हूं कि इन दुर्घटनाओं को रोकने के लिए आपको सुधार करने होंगे। सुधारों के बारे में तमाम मजदूर यूनियनों ने सरकार को लिख कर दिया है। इसके साथ ही साथ मैं यह भी कहना चाहता हूं कि दुर्घटनाओं में जो लोग मरते हैं, उनका मुआवजा भी बढ़ाया जाना चाहिए। जैसे हवाई जहाज में मरने वालों को एक लाख रुपया दिया जाता है, उसी प्रकार से रेल गाड़ियों से लोग मरते हैं उनको भी कम से कम एक लाख रुपया मुआवजा दिया जाना चाहिए। इस प्रकार का भेदभाव बरतना मेरी दृष्टि में बहुत ही अनुचित है। मनुष्य के जीवन की कीमत, चाहे वह जहाज से सफर करता है या रेल से सफर करता है, बराबर है। इस लिए सरकार को किसी प्रकार का भी भेदभाव नहीं बरतना चाहिए। ए आई आर एफ ने 1980–81 में मांगपत्र दिया था, जिस पर सरकार ने आज तक ध्यान नहीं दिया है। इसके साथ-साथ रि-स्ट्रक्चरिंग के बारे में निर्णय हुआ था, वह निर्णय भी अभी तक कार्यान्वित नहीं किया गया है। मैं माननीय मंत्री जी से इसका उत्तर चाहूंगा। रि-स्ट्रकचरिंग की 13वीं और 14वीं रिपोर्ट के कार्यान्वयन के बारे में हमेशा मजदूरों ने मांग की है, लेकिन इन रि-पोर्टों पर अभी तक काम नहीं किया गया है। यदि इसी प्रकार की स्थिति बनी रही, तो मैं कहना चाहता हूं कि औद्योगिक संबंधों में सरकार कोई भी सुधार नहीं ला पाएगी। यदि संबंधों को सुधारना है, तो सरकार को उन मांगों को मानना चाहिए। सरकार यदि बराबर यह कोशिश करती रहेगी कि मजदूरों को इस प्रकार से धोखे में रखा जाए तो सारी रेल व्यवस्था

[श्री हरिकेश बहादुर]

परेशानी में पड़ेगी और रेलवे में जो घाटा हो रहा है, उसमें भी कोई सुधार नहीं हो पाएगा।

अब मैं आपको गोरखपुर में रेलवे के बारे में बतलाना चाहता हूं। वहां पर बहुत सी जगहें कर्मचारियों की खाली पड़ी हैं। लोग रिटायर हो चुके हैं, लेकिन नए आदमियों की भरती नहीं की जाती है। ये खाली जगहें इसलिए रखी जाती हैं कि यदि इनको भर दिया जाएगा, तो सरकार को बजट में और घाटा दिखाना पड़ेगा। इन खाली जगहों को न भरने से इसका असर दूसरी जगह पर होता है, बेरोजगारी बढ़ती है, जिस पर कि हमारा पहले ही नियंत्रण नहीं है। मैं यह कहना चाहता हूं कि यदि इन खाली जगहों को भरा जाए तो बेरोजगारी को दूर करने में सरकार को सहायता मिलेगी। साथ ही काम करने वाले लोग भी आपको ज्यादा मिलेंगे ताकि आप थोड़े से लोगों से ही अधिक समय तक काम न ले सकें।

हमारा गोरखपुर शहर है जहां कि नार्थ इस्टर्न रेलवे का हेड क्वार्टर है। उस सिटी की आबादी साढ़े पांच लाख हो गयी है। वहां के कर्मचारियों को जो हाउस रेन्ट और सिटी अलाउंस मिलता है, उसको रिवाइज करने के बारे में वहां के कर्मचारी मांग कर रहे हैं। लेकिन उनकी मांगों पर कोई ध्यान नहीं दिया जा रहा है। इसलिए मैं अनुरोध करूंगा कि वहां के कर्मचारियों के हाउस रेन्ट और सिटी अलाउंस को बढ़ाने के लिए तत्काल कदम उठाये जाएं।

लोको रनिंग स्टाफ के बारे में भी काफी चर्चा हुई है। उनसे दस घंटे से अधिक काम लेना उनके साथ घोर अन्याय है। इसके बारे में एक समझौता भी हो गया था लेकिन आज तक उस समझौते को कार्यान्वित नहीं किया गया है। इसलिए मैं मांग करता हूं कि जो समझौता किया गया था उसको कार्यान्वित किया जाए। सब जानते हैं कि किसी कर्मचारी से दस घंटे से अधिक काम लेने पर उसका शारीरिक स्वास्थ्य कैसा रह जाता है। ऐसे कर्मचारी शारीरिक रूप से स्वस्थ नहीं रह पाते और इसलिए भी रेल दुर्घटनाएं काफी होती हैं।

इन लोको कर्मचारियों को रनिंग अलाउंस देने की बात भी थी। लेकिन सरकार उस पर भी कोई विचार नहीं कर रही है। अगर हम अपने कर्मचारियों की सुविधाओं पर ध्यान नहीं देंगे तो हम उनसे ठीक तरह से काम भी नहीं ले सकेंगे और रेलवे की व्यवस्था को भी सुधार नहीं सकेंगे।

हमारे जो रेलवे के अनमेन्ड रेलवे क्रासिंग हैं, उनको मेन्ड रेलवे क्रासिंग में बदला जाना चाहिए। इस से दो फायदे होंगे। एक तो हमें बेरोजगारी कम करने में मदद मिलेगी और दूसरे आये दिन जो दुघटनाएं होती हैं उन दुघटनाओं को भी हम कम कर सकेंगे। इसके बारे में सरकार को विचार करना चाहिए। अगर इन रेलवे क्रासिंज को मेन्ड करने में लोकल बाडीज मदद नहीं करती हैं तो रेलवे मंत्रालय को स्वयं यह काम करना चाहिए।

रेलवे में सब से भयंकर अन्याय केजुअल लेबरर्स के साथ होता है। उनकी यह स्थिति है कि दस-दस, बारह-बारह साल से काम करने वाले आकस्मिक मजदूर भी आकस्मिक मजदूर बने हुए हैं। जब चाहे अधिकारी उनको हट

देते हैं। इस तरह से उनकी नौकरी स्थायी नहीं हो पाती है। यह बहुत बड़ा अन्याय है। ये लोग घूमते-फिरते रहते हैं और हम संसद सदस्यों के पास भी आते रहते हैं। हम उनके मामले को लेकर रेलवे अधिकारियों के पास चक्कर लगाया करते हैं। लेकिन इस से भी उनकी समस्या का कोई समाधान नहीं निकल पाता है। यह बड़ी व्यापक समस्या है। हमारे गोरखपुर में कंवर्शन में काम करने वाले बहुत से मजदूरों को निकाल दिया गया। वे बेकार कर दिये गये। जब कहीं और जगह मजदूरों की जरूरत पड़ती है तो नये मजदूरों को बेकडोर से भर्ती कर लिया जाता है, पुराने लोगों को भर्ती नहीं किया जाता है। इस भर्ती के समय काफी घूस भी ली जाती है। इस काम में काफी गड़बड़ी होती है। यह बड़ी दुर्भाग्यपूर्ण स्थिति है। आप आकस्मिक श्रमिकों को न्याय दिलाने के लिए जहां कहीं भी आपको रोजगार के नये अवसर दिखायी दें, उन जगहों पर ऐसे मजदूरों को रखें जिनकी कि छंटनी पहले हो चुकी हो। जो मजदूर तीन साल तक काम कर चुके हों, आकस्मिक रूप से काम कर चुके हों उनको स्थायी किया जाना चाहिए। यह मेरी आप से विशेष रूप से मांग है। मंत्री जी की इन आकस्मिक मजदूरों के बारे में क्या राय है, इसको स्पष्ट करें क्योंकि आकस्मिक मजदूर के रूप में वे ही लोग काम करते हैं जो समाज के सब से कमजोर वर्गों से आते हैं। ऐसे गरीब परिवारों के लोगों को राहत देना सरकार का पहला कर्त्तव्य है। अगर सरकार ऐसे लोगों के प्रति अपने उत्तरदायित्व का पालन नहीं कर सकती है तो वह देश की जनता के साथ भी इसका पालन नहीं कर सकती है।

रेलवे में 14(2) का एक बहुत ही जंगली कानून है। इस जंगली कानून के माध्यम से रेलवे के अधिकारी जब चाहें लोगों को नौकरी से हटा देते हैं। इस जंगली कानून को तत्काल समाप्त किया जाए और इसके द्वारा रेलवे कर्मचारियों पर हो रहे अन्याय को रोका जाए। डी० डी० डी० द्वारा जारी ताकि उनकी नौकरी बहाल रह सके और किसी धमकी के डर से उनके साथ अन्याय न होता रहे।

गाड़ियों का समय पर चलना बहुत आवश्यक है। सभी माननीय सदस्यों ने इसकी मांग की है। मैं उसके विस्तार में नहीं जाना चाहता। मैं बताना चाहता हूं कि पूर्वोत्तर रेलवे की अधिकांश गाड़ियां समय से नहीं चल रही हैं। मंत्री जी एक बार गोरखपुर गए थे और अधिकारियों से कहा था। उसके बाद गाड़ियां कुछ समय पर चलने लगी थीं, लेकिन रेलवे बोर्ड के साथ कुछ बात शुरू होने के बाद फिर से वही पुरानी स्थिति शुरू हो गई है। मैं मंत्री महोदय से अनुरोध करूंगा कि रेलें समय पर चलें, इस बात को सुनिश्चित कराया जाय। खासकर ब्रांच लाइनों पर चलने वाली गाड़ियां समय पर नहीं चलती हैं इनका समय पर चलना बहुत ही आवश्यक है।

एक राप्ती गोमती एक्सप्रेस अवध तिरहुत मेल के स्थान पर चलाई गई है और तिरहुत मेल सहजनवा स्टेशन पर रुकती थी, लेकिन राप्ती गोमती एक्सप्रेस सहजनवा स्टेशन पर नहीं रुकती है। मेरा अनुरोध है कि इस ट्रेन को सहजनवा स्टेशन पर रोका जाए।

गोरखपुर से दिल्ली और बम्बई के लिए सीधी रेल सेवा होनी चाहिए।

[श्री हरिकेश बहादुर]

सदस्यों ने मांग की है और मैं भी इसके लिए अनुरोध करता हूं । हमारा इलाका देश का पिछड़ा हुआ इलाका है । इसका विकास करने के लिए वहां पर अधिक से अधिक सुविधाएं देने की आवश्यकता है । गोरखपुर जोनल रेलवे का हैडक्वार्टर है नार्थ ईस्टर्न रेलवे का, इसलिए भी वहांपर यह सुविधा प्रदान करना अत्यंत आवश्यक है ।

एक मांग उत्तरप्रदेश के नैनीताल जिले से भी है । वहां दिल्ली से रामनगर तक एक ट्रेन दी जाए । इसके लिए कई बार मांग की गई है, लेकिन अभी तक यह मांग पूरी नहीं हुई है । मेरा अनुरोध है कि इस ओर ध्यान दिया जाए ।

भटनी वाराणसी के बीच ट्रेन कन्वर्शन हो रहा है । इसको जल्दी से जल्दी पूरा किया जाए । इसके बगैर पश्चिमी बिहार व पूर्वी उत्तर प्रदेश के लोगों को बहुत असुविधा हो रही है बनारस और इलाहाबाद जाने के लिए ।

एक कोच फैक्टरी खोलने का प्रस्ताव है और उसमें गोरखपुर का नाम भी लिया जा रहा है । मैं इस सदन में जोरदार शब्दों में मांग करता हूं कि गोरखपुर में इस फैक्ट्री को खोला जाए ताकि पूर्वी उत्तरप्रदेश की बेरोजगारी दूर हो सके और साथ ही उस क्षेत्र का विकास हो सके ।

सहजनवा-दोहरी घाट रेल लाइन के बारे में महावीर प्रसाद जी ने भी अनुरोध किया है और मैं भी अनुरोध कर रहा हूं कि इस क्षेत्र के पिछड़ेपन को दूर करने के लिए इस लाइन का बनना बहुत आवश्यक है ।

महाराजगंज क्षेत्र में रेलवे लाइन की मांग हुई है । मैं चाहता हूं कि इस मांग को शीघ्र पूरा किया जाना चाहिए ।

मराठवाड़ा क्षेत्र में हो रहे आंदोलन को ध्यान में रखते हुए जनता की मांगों को पूरा किया जाए ।

मुझे बड़ी प्रसन्नता है कि एस्सटेंशन को समाप्त कर दिया गया है । मैं मंत्री जी से अनुरोध करूंगा कि वे अपनी इस नीति पर कायम रहें और भविष्य में किसी दबाव में आ कर फिर से शुरू न करें ।

भ्रष्टाचार को दूर करने का भी प्रयास किया जाए । रेलवे में व्यापक स्तर पर भ्रष्टाचार है । रिजरवेशन से लेकर नौकरियां देने तक भ्रष्टाचार है । इसको रोकने के लिए कड़े उपाय किए जाने चाहिए ।

माननीय मंत्री जी ने कहा नहीं था लेकिन अखबारों के माध्यम से पता चला कि रेलवे में करोड़ों रुपए के ठेके दिए गए हैं और उनमें भ्रष्टाचार की बात कही गई थी । माननीय मंत्री जी चाहते हैं कि सी०बी०आई० द्वारा जांच की जाए । मैं भी यही चाहता हूं कि जहां कहीं भी भ्रष्टाचार हो, उसकी सी० बी० आई०

या किसी दूसरी एजेंसी द्वारा जांच की जाए और जो भी भ्रष्ट हों उनको दण्डित किया जाए। अगर मंत्री जी यह काम करेंगे तो मैं उनकी इस काम के लिए सराहना और मदद करूंगा।

SHRI CHIRANJI LAL SHARMA (Karnal): In the face of the tragedy that is being enacted by the Railway Ministry, I have long held my peace. But now a growing sense of indigenation, nay of responsibility and brickbats from my constituents have impelled me at last to open my lips, and through you, Sir, I want to lay before the House certain views which have long been crying for utterance.

Since my election to Parliament more than three years back, I must have addressed not less than two dozen letters to the four Railway Ministers, over a petty matter of some adjustments in railway timings, and for the convenience of the commuters, the daily passengers and the general public coming to Delhi from my constituency, viz. Karnal. All this has been an exercise in futility. It was on 25th of July, 1980 that I happened to call on the then Railway Minister, Shri Kamalapati Tripathi, in the shape of a deputation consisting of ten persons from my constituency. I put up the problems before him. The then Railway Minister was pleased to make an observation in writing that the demand appeared to be genuine and that they should be accommodated. There is a noting. The file is very much there, but it has been thrown into cold storage deliberately.

Unfortunately, there have been four Railway Ministers. A Railway Minister presents one budget, but does not present it next year. Then comes the next, then the third, and then the fourth.

I will be failing in my duty if I fail to congratulate the present Railway Minister on having been bold in dispensing with the services of those who have been labouring under an illusion that no power on earth could put them on the road, even if they were in the wrong. There is a world of difference in the approach of a public man who has his finger on the pulse of the people, and that of a bureaucrat. May be the Railway Ministers have been finding themselves helpless to solve the problems of the people. Even if they wished to, the officers sitting in the chair would not like them to budge even an inch away from what they, the officers wanted.

The present Railway Minister has certainly set an example. I must congratulate him once again. But at the same time I have to see whether something concrete comes out of the steps taken by him and also whether problems of my people are solved or not.

Mr. Deputy Speaker, Sir, in this connection I wish to tell this House that as many as 14 persons from my State, including some Central Ministers have addressed D.O.s to the Railway Minister on particular problems. With your permission, I would name them. Shri S. S. Surjewala, Minister of Irrigation and Power, Government of Haryana wrote a letter on 12/17th November 1982; Shri Kalyan Singh Minister of Housing and Jails, Haryana wrote a letter on 25th November 1982; the speaker of the Haryana Assembly, Sardar Tara Singh wrote a D.O. letter to the Minister on 25th November 1982; Shri Lachhman Das Arora, Minister of State for Home and Technical Education wrote a letter to the Minister on 8th December, 1982. Private Secretary to the Deputy Speaker wrote a D.O. letter to the Private Secretary to the Railway Minister. Shri Buta Singh, Minister of Sports and Supply, New Delhi also wrote a D.O. letter to the Railway Minister regarding this problem on the 21st December, 1982. Shri H. K. L. Bhagat, Minister of State for Parliamentary Affairs and Works and Housing, New Delhi, also wrote a letter to the Railway Minister regarding this problem on 22-12-82. Shri Yogendra Makwana, Minister of State for Communications, also addressed a D.O. to the Railway Minister. The Private Secretary to the Minister of State for Tourism also wrote a letter to the

[Shri Chiranji Lal Sharma]

Railway Minister, Shri Narayan Datta Tiwari, Minister of Industry, Steel and Mines, also wrote a letter to the hon. Railway Minister. Shri Katar Singh Chhokar, Finance and Planning Minister, Haryana, also wrote a letter to the Rilway Minister. Shri Harpal Singh, Town & Country Planning Minister, Haryana, also wrote a letter to the Railway Minister on 28-12-82. Bhen Shanti, MLA, Karnal, also wrote many letters. I have written about two dozen letters. But I fail to understand as to why the same stereotyped reply is being sent that this cannot be done and that this line is over-saturated. The facts are otherwise and are being misrepresented by the officers.

Thousands of daily passengers, general public, of Karnal are facing problems in coming to Delhi and going back. To got accommodation in Delhi is a problem. People from all sides are coming to Delhi and going back. A little adjustment in the timings by the Railway Minister can give a lot of relief to them. But I do not understand as to why this is not being done. Either accommodation should be made available to the government employees serving in Delhi or at least they should be provided the facility to return home in time and to come to the office well in time. This is a minor problem, and a hint from the hon. Railway Minister can go a long way in giving the requisite relief to the daily passengers, provided the officers serving under him so desire.

The problem is that Karnal, Gharaunda and Panipat are on the main northern railway line falling in my constituency. Karnal is about 130 km from Delhi. Kurukshetra is 156 km from Delhi. A proposal was put up in writing that 3 NP train should be extended upto Kurukshetra and restarted from there as 2 DP or 4 DP or 2 PNG. Their reply is that the line between Panipat and Kurukshetra is over-saturated. The story of over-saturation is baseless. In this connection through you, I wish to draw the attention of the hon. Railway Minister to the fact that Kurukshetra is a place of historical importance. On the occasion of mela, when there is a solar eclipse, not less than 15-20 lakh people from all over the country get together in Kurukshetra. It is a baseless view that there are terminal constraints at Kurukshetra to maintain the additional rake of extended 3 NP train, because at least a dozen trains during the mela days go to Kurukshetra and also originate from there. I do not understand why an extension of one train is being refused. There are no cogent reasons for doing so. I wonder if I should go into the contents of the letters that I have received from my constituents every now and then throwing brickbats on me and ironically rebuking me of not being a good Member of Parliament, telling me that I do not deserve to represent 15 lakhs of people; that my mouth is gagged and that there is no tongue in my mouth. This is the esteem I am held in by my people!

In the recent Assembly elections in Haryana, which were held in May 1982, the Deputy Railway Minister, Mr. Mallikarjun also happened to be there. He was staying in Karpal Panipat and Gharaunda, the headquarters of the various Assembly segments of my Parliamentary constituency. He met people over there and categorically assured them that the needful will be done. But that too has not materialised.

No money has been provided for the construction of any new railway line on the northern railway. Funds should be provided for the construction of Nangal-Talwara railway line in Himachal State.

When I address a D.O. letter to the Railway Minister, he sends his reply. I send a copy of that reply to my electorates, telling them what action I have taken. But you will kindly appreciate, what can I do if his reply does not give the factual position?

In fact, the bureaucrats of the Railway Department are sending the same type of replies to such people whose work they do not want to do. The reply was sent to the President of the daily passengers union, Karnal and Gharaunda, after a lapse of seven months and after his writing at least seventeen D.o. letters to the hon. Minister. The story of over-saturated lines and capacity between Panipat and Kurukshetra is baseless. This is what they always say. It is ridiculous. But then again, the Railway Minister says that there are terminal constraints and that is also baseless, as I have personally seen that during **Mela** days, a dozen trains originate from and terminate at Kurukshetra. I may mention that all those facts are contained in the letters which I have been sending to the Railway Ministers, to all the four Railway Ministers, but nothing substantial has come out so far. This is one thing I want to draw your attention to, regarding the problem in my constituency.

Then, I have to speak about the starting of electric trains There was a positive proposal to start electric trains on the Northern Railway between Panipat—or Sonepat and Delhi—at least from Sonepat to Delhi. There was also a proposal to hold the Asian Games at Rai in Sonepat district. That proposal was very much there. Sonepat is hardly 27 miles from Delhi. There is a double line right up to Panipat and electric trains can be safely run between Panipat and Delhi. I would request the hon. Minister to give a thoughtful consideration to this proposal.

Then I come to the doubling of the Railway line on the Northern Railway. It has been doubled right up to Panipat. There is a proposal to extend it up to Ambala. But that has been delayed unnecessarily. I would request the hon. Minister to have the double line extended up to Ambala as early as possible.

Jhajjhar is a place in Rohtak district. Rohtak has been the nerve-centre of politics in Haryana. Rohtak has been making the maximum contribution to Army, Navy and Air Force. Jhajjhar is a sub-Division and it is 36 miles from Delhi. It is a backward area. It is backward because it is not connected by rail. There was a proposal to connect it by rail. Sometime back, I was told, that the representatives from Jhajjhar waited upon Shri P. S. Sethi, the former Railway Minister, they met him, not once, but twice and he gave them an assurance that the matter would be favourably looked into. Well, Sir, the damand of the people of Jhajjhar is not only genuine, but it is urgent too. If Jhajjhar is connected by rail the whole of that sub-division and all the backward areas of Haryana will certainly develop industrially and economically.

Then I have to talk about the coach factory. I am definite that there was a proposal to have a coach factory in Sonepat Sub-Division near about Murthal on the G.T. Road. The authorities from the Railway Ministry had also visited the spot. When I was the Revenue Minister in Haryana before 1977, there was a proposal to acquire land for the coach factory. But I do not know where the coach factory has been shifted to. The land is available. It is not very far off from Delhi. The land is quite suitable. I would request the Railway Minister to consider the desirability of giving Haryana a coach factory. Haryana is a small State adjacent to Delhi and has made tremendous progress within a small span a fifteen years since it came into being. Haryana is making the maximum contribution—next of course to Punjab in giving foodgrains to the Central pool and the demand for a coach factory in Haryana is quite genuine.

Then, I would also like to draw the attention of the Railway Minister towards the coal problem. He is seized of the matter. Once I happened to meet him in person. He was good enough to give a patient hearing, and assured me that the problem would be solved. But he just found himself

[Shri Chiranji Lal Sharma]

helpless because of the bureaucratic machinery and because of the technicalities, he had to give a positive 'No'.

You will kindly appreciate that coal is needed by all and sundry, both the poor and the rich, besides industry. But movement of coal has become a problem. We have been told that there is no shortage of coal. The difficulty is that there is no provision for movement. So, coal has to be moved in trucks by contractors or industrialists, which is very costly. Naturally, it goes a long way in increasing the price of coal. I would, therefore, request the hon. Minister to ponder over the matter with a coal head as to what solution should be found to facilitate the movement of coal from coal mines to various parts of the country.

No funds have been made available in the recent Budget for constructing new railway lines on the whole of Northern Railway. I do not know why. I was listening to Prof. N. C. Parashar. I agree with him that the Northern Railway has become very large. It should be bifurcated and a new railway North-Western Railway, comprising Jammu & Kashmir, Himachal Pradesh, Haryana, Punjab and Delhi, be created. When new railway lines are coming up in other parts of the country, why not on this side of the country?

The Planning Commission should give more funds to the Railway Ministry. This is a sound proposal if it is acted upon. The Railway Minister should be a Member of the Planning Commission. Similarly, a Member of the Planning Commission should also be there on the Railway Board so that there is coordination. This will go a long way in solving the problem of the Railway Ministry.

Various points have been touched by the Members of the opposition, of course, hurling allegations like late running of trains and all that. Well, there is some truth in some of the facts that have been stated. Those problems should be solved to the satisfaction of the people.

So far as security in the railways is concerned, the people are justified in saying that the passengers have now started feeling insecure particularly while travelling by night trains. Special attention should be paid to the security of passengers.

I do not want to take much time of the House, because I had requested the Chief Whip of my Party to give me some time as I wanted to ventilate grievances of my people on the floor of the House through you. I hope, if I am not hoping against hopes, that the hon. Railway Minister would have his finger on the pulse of the people of Karnal, Gharaunda and Panipat and would look into their grievances thoughtfully, favourably, sympathetically and prevail upon his officers to find a solution, so that they may not have to write letters to me as well as to him every now and then and not to knock at the doors of politicians for findings out solutions of such minor problems.

SHRI N. K. SHEJWALKAR (Gwalior) : Thank you very much, Deputy Speaker, Sir, for giving me this opportunity. I am lucky that I had the opportunity of hearing quite learned speeches from both sides. I will try not to repeat the points which have already been raised by them. I am also lucky that the hon. Railway Minister himself is present in person.

MR. DEPUTY SPEAKER : He is present throughout.

SHRI N. K. SHEJWALKAR : I said so because sometimes he is busy in the other House. Then he has to depute somebody else. Anyway, that is very nice of him. Only yesterday when he was replying to a question in the other House, he had expressed that Railways are collapsing for lack of funds. If proper funds are not made available to the Railways, there is every chance that the whole administration and the whole railway system may not work properly. Further, he also emphasised emphatically, as the

Press report says, that from the money made available by this Budget, i.e. little less than 500 crores of rupees in addition, he will, of course, be able to maintain the railways properly. I am rather surprised that he will be satisfied with such a small amount. Anyway, he has chosen to say that and I hope he will succeed. In fact, I want to submit that this is a sort of vicious circle. The Railways want to increase the freights and passenger fares. That, directly or indirectly, affects the prices. There is a price hike, there is inflation. For example, in this particular case, most of the economists are saying that the price hike will be somewhere between 11 per cent to 20 per cent. Again it affects the Railway administration, the management, and making available all other things because Railway administration depends upon so many other things. Then again the materials become costlier—material for development, material for the machinery, material for the coaches, material for so many other things. Again there is a price hike and this process goes on. By merely increasing the freights and passengers fare, I do not know how he can get out of that. What I feel, at the moment, is that actually. . (Interruptions).

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): Mr. Deputy Speaker, Sir, I think, I beg not to be misunderstood, what I have said in Rajya Sabha in connection with a specific question and answer is that the entire system is on the point of collapsing. So, we have to rehabilitate the worn-out assets of the Railways and for that requisite fund has to be spent. That is exactly what I have said.

SHRI N. K. SHEJWALKAR: Further, as I understood from the reports, you have said that by having this amount, probably you will be just able to manage the affairs. Anyway, I may be wrong and what you said may be a little different. But you must admit that this vicious circle goes on. This is my feeling. Just increasing the freight and passenger fares is not going to help you. After all, Planning Commission has to provide certain funds and in the present case whatever they have provided is not even half of what actually they should. Then are we going to achieve the objective which we have in mind? My feeling is that there is a lack of, I do not know whether technically I am correct or not, telescopic planning. What is needed is telescopic planning, not what is going to happen after one, two or three years, but what is going to happen, say, after 30 years, what is our dream for the year 2010 or even later. To give an instance, in the case of suburban railways, in 1950 some coaches were bought from UK. Now they have become out of date. Since the manufactures no longer make these coaches, after 30 years we are not able to get the spares and very soon they are going to become junk. If only we had planned all these things earlier, right at the time of purchasing them, probably these difficulties might not have arisen.

Now suburban traffic is increasing day by day and very soon it is going to become unmanageable unless you take advance action. I warn you that tomorrow, which means after some time, your mail and express trains from distant places will not be allowed to go to Bombay; you will have to stop them at Kalyan, because the suburban traffic will increase at such a rapid rate that there will not be any more space for these long distance trains. What are your plans to overcome this? How are you going to increase your terminal capacity, looking forward 30 years hence the railway capacity that will be needed? We cannot solve all these problems without long-term planning. What is now being done is just patch-work. When your cost of operation goes up due to any reason, you increase the fare and freight, which you do every year. We do not feel satisfied because our needs are not served.

[Shri N. K. Shejwalkar]

So far as the general functioning of the railways in concerned, there are so many comments which we come across in the newspapers. I am sure, the Minister also would be seeing them. I cannot make any comments of my own, because I am not a technical man; nor had I any chance of coming in direct contact with the Railway Ministry. But from what I have read in the papers, I am convinced that there are some methods by which we can make the functioning of the railways more efficient even without increasing the fare or freight.

One point made in this connection is about steam engines. In 1980-81 we had about 7,500 of them; now I believe their number is about 6,000. It is well known that steam engines are uneconomic. Now about 30 per cent of the requirements of the railways are satisfied by steam locomotives. It is the general feeling that the diesel and electric locomotives are not working at the moment to their full capacity and that their idle capacity is to the extent of 30 per cent. So, if we increase their utilisation capacity by about 30 per cent, then there will be no necessity for the steam engines and we can save a lot of expenditure which is now incurred on the steam locomotives. In the Report of the Comptroller and Auditor-General for 1980-81 facts and figures are given to show how costly it is to operate the steam engines. Therefore, the earlier they are replaced the better.

I will give some figures to show how much it costs to operate the steam engines, as compared to diesel and electric engines. In the broad-gauge section, for 1,000 km the steam transmission costs Rs. 5,412, diesel, Rs. 2,351 and electric Rs. 3,785 for passenger service. In the case of goods traffic, for 1,000 km the cost of a steam locomotive is Rs. 8,539, diesel Rs. 1,677 and electric Rs. 1,868. This is the expenditure which is incurred for operating them for carrying passenger and freight. Various other figures are quoted in the newspapers in support of this claim. In this connection, there was an article in the Hindustan Times long ago, on the 30th October 1982.

Therefore, what I want to stress here is this. Have you examined whether we can do away with steam engines. There are a lot of advantages which have been suggested. If we can do this, naturally there will be a great advantage without the working of the railways being affected. And in that case we may not be required to effect an increase in the fares.

Another point is regarding under utilisation of locomotive engines as well as railway rakes. I believe Mr. Basrur is an engineer and he was Acting Chairman of the Board.

PROF. MADHU DANDAVATE: He retired two days back.

SHRI N. K. SHEJWALKAR: Yes. He referred to this. There are certain tracks which need replacements, but the main line tracks are such that we can run the trains with these two types of engines, i.e., diesel and electric engines, at the speed of 160 km. on the broad gauge and on the meter guage with a miximum speed of 120 km. per hour. But today the speed utilisation is not to that extent and the average speed is something like 29 km. per hour in respect of meter-guage and about 50-52 km. per hour for the broad gauge. If we are able to just multiply the speed somehow or the other and increase the average speed by making these trains run faster, don't you think that no further engines or rakes are required? With the same engines and rakes at least we can accommodate 50 per cent more of passenger traffic. If we are able to do that, is it not a direct saving? So, I urge upon the hon. Minister to examine this aspect also.

Under-utilisation of coaches is another aspect. The coaches are lying idle every where. You know, in respect of?

Tamil Nadu Express, of course, you have increased the frequency, but even then, for 70 hours it is lying idle without running. The Taj Express runs three plus three hours only. It leaves Delhi in the morning at 7.15 and reaches Agra at 10.30 a.m. And the same time is taken for coming back to Delhi. For the rest of the time it is lying idle. So, why don't you make it up to Jhansi? I know there is no provision for sleeping in the Taj Express, but in the day time you can make it run up to Jhansi and you can bring it back to Delhi again at about the same time. But why don't you do it? Again, the Ranchi Express is also there which goes to Kalka, but that train is lying there at Kalka for some time. Can it not be sent to Hardwar also by which it can be utilised fully? I can cite so many examples by which it can be established that these trains can run more kilometres and that is, of course, a positive advantage.

Similarly, in the case of wagons carrying freight, you are aware that there are two types of wagons, the modern ones which you call BCX or something like that which have got rolling ball bearings. Those wagons are not utilised to their capacity. As a matter of fact, the main freight carrying is in respect of cement, fertilisers and steel. These are the main things which the Railways are carrying. This is the turnover or turnround. Sometimes they are lying idle for three days in the sheds and other places. If you make the Administration work it out in such a way that these wagons are utilised even for those three days, then you can bring about a lot of change. So, even with the present rolling stock, a lot of changes can be brought about. Why don't you consider all these things? This is my earnest request to you. Please do consider all these aspects, and I am sure that you will not be required to increase the fares and freights like this.

There are so many other points also.

I want to give some more suggestions. According to my humble suggestion, an entirely dynamic and rational thinking is required. I suggested that there should be one Ministry for railways, road transport and airlines. Because these three services should be a coordinated one. If not airlines, at least, these two must be a coordinated one. Passenger trains between small stations are running. Take for example, in Delhi-Jhansi, there are so many small stations in between. The main road or Agra-Bombay highway is there touching Gwalior and Jhansi. Can you not make a provision for rail-cum-road service there and abandon all small stations? Of course, for industries located at the respective areas, small stations are necessary. But where is the necessity of having a small station everywhere? By abandoning them you will be curtailing lot of expenditure and thereby you will be saving coaches and increasing the speed of the trains and saving the consumption of fuel because the passenger trains are waiting at stations hours together and the combustion is going on in the engine. You are not saving anything out of it. You should try rail-cum-road service, at least on trial basis. Rail services should be rendered for big stations and your own views should be considered in this respect. We can try these things. I think, there cannot be anything wrong in it.

Similarly, everybody wants railway line to be laid down to his place. Is it possible? The Government of India can undertake a mass programme. Why don't you involve the participation of the people of that area? There should be a possibility of floating a company for 30 k.m. route or more. Take for instance, Singaroli. Why don't you try that? You try it and give them a licence for a period. Let them construct the line and run it for their own place, instead of holding it for yourself and being unable to do anything. Better you give a

[Shri N. K. Shejwalkar]

chance to them. Of course, I have not studied the pros and cons—whether it is against the policy or not. My suggestion is that you will get labour. According to your own figures, more than about Rs. 40 lakhs are required for laying one k.m. route. There is a lot of labour available these days. Unemployment problem is there. Many people with whom lot of money is lying will come forward and invest it in the interest of their own area. Please, think whether this idea could be a good one.

There is the question of high-rated traffic. (*Interruptions*). What is happening there? We, the railways, of course, have to carry the social burden and I am aware that we have to subsidise certain type of freight traffic and we are bound to do. But with regard to high-rated traffic, the truck people take away a major share and thereby it causes a loss to us. The cream goes to the truck people while the Railways get not even the bones. Therefore, this is a matter wherein the coordination is necessary. What traffic should go and in what way either rail or road? What type of communication—road or rail—is required? What is the type of resources that we will be able to raise? These are the things which should be considered.

In Metropolitan cities like Bombay, Madras, Calcutta and Delhi, you have got lot of landed properties, these days. You are having a workshop at Parel and some other workshop also in Bombay. You are aware that these workshops need lot of modernisation. Why don't you shift it to some other place like kalyan are some other place whereby you will be removing congestion from Bombay? You can give some colonies for labour also. Not only that, you will earn crores of rupees in Bombay itself. I am told that you are having about 6 acres of land in Bombay. Six acres of land in Bombay where the workshop is situated means crores of rupees for you. That Fund can be utilised for giving good facilities to the workers and for modernisation of the workshop. This should be examined.

I am told that no contact could be made with the Bombay Corporation and no clearance has been obtained for the construction of the multi-storey building at Bombay and, therefore, some other places are occupied resulting in lot of inconvenience These are matters which can be looked into. They will give us relief as well as some resources also.

I am also a representative of the public. I have to say something about my own area. Of course, this matter does not relate to my constituency only. For the last 50 years or more, there are only two trains from New Delhi via Jhansi-Gwalior and back. One is Punjab Mail and the other is Dadra-Amritsar Express. We have been pressing for a third train for the last 50 years. The reply is that there are lot of trains from Delhi to Bombay, of course, Western railway. But that is of no avail.

Similarly, there is no train which connects Indore-Bhopal-Gwalior and Delhi. Your predecessor, Mr. Pandey had been to Bhopal and he announced that a train by name Sanchi Express would start from 2nd October, 1980, but nothing has been done, so far.

You have been kind enough in the last Budget to provide for the survey of Guna-Etawa line. This will be a sort of diameter. It will curtail lot of length of the route and the direct route will connect Guna-Indore-Unnain-Kanpur. Several kilometers of mileage and fuel would be saved. Fuel is a necessity. The survey is going on. I request that some more amount may please be provided for this purpose so that this work can be expedited.

16.00 hrs.

Simiarly, the narrow gauge is a problem. I am from Gwalior. You know, earlier Gwalior State Railways was a narrow line. The engines are 67 years old and the coaches, of course, are smaller. Nobody makes them now. I urge upon the Minister to do something for that. I request you to put some diesel engines and some new coaches, at least a few, and to make proper repairs and proper maintenance of the route. It would help a lot the people of the villages of that area. It is a great necessity. Some more facilities at Gwalior are required. In Gwalior, platform No. 2 has only a small shed. So many other facilities are required. The traffic is increasing day by day. When the General Manager came to Gwalior last time, I myself called on him and at a meeting and explained some points for consideration. I requested him to increase one bogie from Bhopal. From Gwalior, everyday there are hundreds of people. There is no accommodation for people from Gwalior. Therefore, I requested him to increase one bogie at least in the Janata. He had promised. I do not know what has happened.

Trains like Tamil Nadu and Kerala Express do not stop at smaller places like Jhansi. We do not get any advantage out of those trains. The argument for their not stopping is that those trains do not stop at places like Gwalior and Jhansi because they are not service stations. I, therefore, request that Gwalior may be made a service station. It is not a big thing. Look to the population and requirements of the place and then a principle could be laid down for proposing certain stoppages.

Lastly, there is one problem of my friend. I must congratulate you for taking action firmly. It is a necessity these days. What is happening in your own Department?

I am told that one officer, a Scheduled Tribe officer, was promoted and made an Electrical Engineer, but for no reason, without any show-cause notice, he was reverted. Some adverse remarks were put in his Record and they were not communicated. He made a representation and ultimately the matter went to the then Railway Minister who accepted the representation and directed that he should be put on that post immediately. But uptill now it has not been done. Mr. Suraj Bhan has written a letter a week before, that is, on the 23rd February, 1983. This is being done below your seat itself, in the Northern Railway itself. Kindly look into the matter. Scheduled Tribe people do not normally get a chance to become Engineers, and this man has been put to a lot of trouble in the last three or four years.

MR. DEPUTY-SPEAKER: Give that representation to the Minister.

SHRI N. K. SHEJWALKAR: Yes. Thank you for this direction.

One more point. Delhi is a very big Division. The Railway Ministry decided to bifurcate it, decided that the Ambala Division should be separately constituted with headquarters at Ambala. You know the geography of the Railways. But it has not been done. Somehow or other, it is still pending. Now I learn that they want to shift it to Chandigarh. Why Chandigarh? Why not, in that case, allow it to remain in Delhi itself? For the purpose of administrative convenience, it was decided that Ambala should be a separate Division with headquarters at Ambala. But if things are in Ambala and you have administer it from Chandigarh, you can do it from Delhi itself. Therefore, do consider this also.

Thank you very much, Mr. Deputy-Speaker, for giving me the time.

MR. DEPUTY-SPEAKER: Mr. Keyur Bhusan.

श्री केयूर भूषण (रायपुर) आदरणीय उपाध्यक्ष महोदय, मैं आज रेल मंत्री जी के सुदृढ़ प्रशासन और....

MR. DEPUTY-SPEAKER: There are many hon Members from the ruling Party who want to speak and, therefore, if every hon. Member take only ten minues, then all those Members will be able to participate. This is an important subject and every Members wants to participate, at least to represent some of the problems of his constituency, so that he can face the electorate boldly. So, if anybody is not given a change, it is not my fault but it is the fault of the hon. Member who take more time. Therefore, I request all hon. Members from the ruling Party to finish within the time.

SHRI MOOL CHAND DAGA (Pali): If any hon. Member takes more time, it can be curtailed.

MR. DEPUTY-SPEAKER: They do not stop. How can I curtail immediately? There are about 30 Members who have yet to speak. (Interruptions) Every Party has been allotted time and within that time they are speaking. You have been allotted more time and there are more Members from your party. It is a question of adjustment.

Mr. Keyur Bhusan. From this time onwards, you can take ten minutes.

श्री केयूर भूषण (रायपुर): उपाध्यक्ष महोदय, अब से मेरे समय का प्रारम्भ हो रहा है, पिछला समय तो आपने ही ले लिया है।

रेल मंत्रालय के सम्बन्ध में अब तक जो विचार पक्ष और विपक्ष की ओर से आये हैं, जिसमें हमारे रेल मंत्री जी द्वारा सक्षम प्रशासन करने पर प्रसन्नता प्रकट की गई है, उसे सुनकर मैं भी अपने को गौरवान्वित महसूस करता हूं, क्योंकि यह एक ऐसा अवसर आया है जिसमें रेल मंत्रालय ने अपनी क्षमता से प्रतिष्ठा प्राप्त की है। यह रेल मंत्रालय के लिये एक अच्छा रास्ता है और जनता की सुविधा के लिये भी अच्छा रास्ता प्रारम्भ हुआ है।

मैं रेल मंत्री जी से यह भी निवेदन करना चाहता हूं कि रेल की व्यवस्था केवल आमदनी की ही नहीं, जन-सुविधा की व्यवस्था है। इसे लाभ-हानि के आधार पर नहीं देखा जाना चाहिये। यह ठीक है कि इससे हमें भाड़ा भी प्राप्त होता है और लोगों से यात्रा का चार्ज भी प्राप्त होता है, मगर इसके बावजूद भी यह एक अनिवार्य व्यवस्था है। जिस तरीके से हम स्कूल, अस्पताल चलाते हैं, खाद्यान्न की वस्तुएं लोगों को सस्ते से सस्ते दाम पर देना अपना कर्तव्य मानते हैं, उसी तरह से यातायात व्यवस्था भी अनिवार्य व्यवस्था है, और इसे लोगों के लिये जन-सुविधा के तौर पर ही हमें देखना चाहिये।

जब हम इस व्यवस्था के बारे में लोगों से टैक्स लेते हैं तो हमें यह देखना चाहिये कि नीचे से नीचे के व्यक्ति को ज्यादा से ज्यादा सुविधा मिले। हमने जो बजट रखा है, उसका लक्ष्य सही है, उसमें उतनी आमदनी होना जरूरी है लेकिन नीचे के दर्जे के आधार पर जो आमदनी करना रखा गया है, उसे हमें बदलना होगा। आप यह टैक्स तो जरूर लें, लेकिन ऊपर के लोगों से ही लें। इस बात का ध्यान रखें।

द्वितीय दर्जे में चलने वाले लोगों पर जो हमने 25 प्रतिशत बढ़ाने का सोचा है, उस पर हमें विचार करना चाहिये और इसे कम से कम

करना चाहिये । अगर उन पर न भी बढ़ायें तो उससे कोई नुक्सान नहीं है । इसे वातानुकूलित दर्जे और फर्स्टक्लास में चलने वालों पर बढ़ाना चाहिये, क्योंकि इससे सीमित लोग ही प्रभावित होते हैं और यह उस वर्ग को प्रभावित करता है जो आम जनता की तकलीफों से दूर और न आम जनता की तकलीफों को महसूस करता हैं । ऊपर के दर्जे पर आप यह भाड़ा बढ़ाये नीचे के दर्जे में जिसमें सर्व-साधारण लोग जाते हैं, उसमें किसी तरह से भी न बढ़ायें, यह मेरा निवेदन है ।

दूसरे दर्जे की सुविधाएं असुविधाओं में परिणत हो गई हैं । जहां कहीं आज रिजर्वेशन नहीं है, वहां आप देखें कि किस तरह से आदमी गाड़ी में घुसता है, मार खाता है और उसे तकलीफ होती है । आज उसकी दयनीय स्थिति हम देख रहे हैं, महसूस कर रहे हैं । दूसरे दर्जे की गाड़ियों में जिसमें आरक्षण नहीं है, उसमें ज्यादा से ज्यादा सुविधाएं दें, डिब्बे बढ़ायें ।

आज द्वितीय दर्जे का आरक्षण सर्व-साधारण को मिलना मुश्किल हो गया है । यदि आमदनी बढ़ाना जरूरी हो गया है तो आज रेल व्यवस्था में जो अव्यवस्था होती है, वहां जो भ्रष्टाचार होते हैं, उनको आप रोकें । आपको इससे भी आमदनी ज्यादा हो सकती है । आज टिकट कलेक्टर और यात्री भी अनुभव करते हैं कि कितने लोग बिना टिकट यात्रा करते हैं । उसको भी अगर आप रोक सकें तो आप ज्यादा लाभान्वित हो सकेंगे ।

साथ ही साथ जो रिजर्वेशन होते हैं वह दिल्ली जैसे मुख्य स्टेशनों से तो हो जाते हैं लेकिन रास्ते के स्टेशनों के लिए जो जगहें खाली रखी जाती हैं उनके लिए वहां पर अधिक पैसा देकर रिजर्वेशन कराना पड़ता है और वह अधिक पैसा रेलवे नहीं, किसी और की जेब में जाता है । इसको भी रोकना बड़ा आवश्यक है ।

जहां तक माल भाड़े का संबंध है, सर्व-साधारण के उपयोग में आने वाली चीजों पर भाड़ा कम होना चाहिए । मनोरंजन के लिए उपयोग में आने वाली चीजों के माल भाड़े में आप भले ही बढ़ोत्तरी करें तो कोई हर्ज नहीं होगा । खास तौर से खाद्यान्न को हर जगह पहुंचाना होता है तो उस पर माल भाड़ा कम होना चाहिए ।

प्राथमिकता किस क्षेत्र को मिलनी चाहिए यह प्रश्न भी बहुत महत्वपूर्ण है । आज रेल एक ऐसा माध्यम है जिससे कि सारा राष्ट्र एक रूप है । इस सम्बन्ध में जितना ही आप पिछड़े क्षेत्रों पर ध्यान देंगे उतना ही राष्ट्रीयता का स्वरूप और एकता का स्वरूप निखरेगा । जितने ही आवागमन के साधन बढ़ेंगे राष्ट्रीयता भी बढ़ेगी । यदि आप पिछड़े क्षेत्रों को छोड़ देते हैं तो उससे अलगाव की स्थिति पैदा होती है । वहां पर जितने भी बाहर के विचार पहुंचेंगे और बाहर का रहन-सहन आयेगा उतनी ही राष्ट्रीयता बढ़ेगी । ऐसी स्थिति में रेलों का बहुत ही महत्व है ।

हमारा मध्य प्रदेश आज बहुत ही पिछड़ा हुआ क्षेत्र है । वहां पर आदिवासी तथा हरिजनों का बाहुल्य है । पहाड़ों तथा जंगलों से घिरा हुआ है । उद्योग की दृष्टि से देखा जाए तो मध्य प्रदेश बड़ा धनी है लेकिन दोहन के लिए जो रेल मार्ग चाहिए वह वहां पर नगण्य है । बस्तर सांस्कृतिक दृष्टि से सम्पन्न है लेकिन यातायात की दृष्टि से रेल द्वारा वहां पर नहीं पहुंचा जा सकता । रायपुर से हवाई जहाज द्वारा आप पहुंचते हैं । जगदलपुर तक जोड़ने के लिए कई बार सर्वे भी हुआ

[श्री केयूर भूषण]

है। अतः आप कृपा करके उसको बनाने की कृपा करें ताकि हरिजन आदिवासियों को भी रेल यातायात सुलभ हो सके। कोरवा एक औद्योगिक स्थान है और रांची दूसरी ओर है। दोनों की दूरी बहुत नहीं है लेकिन आवागमन के साधन न होने की वजह से दोनों जुड़ नहीं पा रहे हैं। इसका सर्वे भी हो चुका है। विलासपुर और जबलपुर के बीच रोजआना जाना होता है। वहां बनवासी रहते हैं और वह उद्योग से भरा हुआ क्षेत्र है लेकिन एक दूसरे से बहुत दूर है और इस दूरी को रेल व्यवस्था द्वारा आपको दूर करना होगा।

रायपुर में एक वैगन रिपेयरिंग शाप की स्थापना की गई थी। प्रधानमंत्री के विशेष आदेश से वहां स्थानीय लोगों को सर्विस की सुविधा दिलाने के लिए पहले से एक स्कूल खोला गया था ताकि उनको ट्रेनिंग दी जा सके लेकिन वह स्कूल प्रारम्भ नहीं हो पाया है। अतः इसको प्रारम्भ किया जाना चाहिए। इसकी क्षमता को आप वहां पर और अधिक बढ़ाइए, जिससे वहां पर और अधिक सैन्टर्स हो सकें। मध्य प्रदेश जो सबसे ज्यादा पिछड़ा हुआ प्रदेश है, वहां अधिक ट्रेनिंग सैन्टर्स होंगे तो उनको रोजगार से अधिक अवसर मिल सकेंगे। बिलासपुर में भी एक केन्द्र है, जोकि मध्य प्रदेश के पूर्वांचल में है। लेकिन इसका प्रधान कार्यालय कलकत्ता में है, जिसकी वजह से वहां के लोगों को सेवा करने का मौका नहीं मिल पाता है। मेरा आपसे निवेदन है कि उनको सेवा करने का मौका दीजिए।

समय कम है, इसलिए मैं ज्यादा अपनी बात न कहते हुए, मैंने जो सुझाव रखे हैं, आप उनको पूरा करें। हमारे रेल मंत्री बहुत ही सक्षम हैं, आदिवासियों और हरिजनों के क्षेत्रों की समस्याओं पर विशेष रूप से ध्यान देंगे। इतना निवेदन करते हुए मैं अपनी बात समाप्त करता हूं।

प्रो० सदानंद सिंह (छपरा) : माननीय उपाध्यक्ष महोदय, मैं माननीय रेल मंत्री, श्री गनी खां चौधरी जी, का हृदय से अभिनन्दन करता हूं। इसलिए कि उन्होंने अपने पौरुष और बहादुरी का परिचय दिया है। उस शक्ति से संघर्ष करने की क्षमता हर व्यक्ति में नहीं होती है। समाज उसका सम्मान करता है, जिसमें पौरुष होता है, जो समय को पहचानता है। हमारे माननीय रेल मंत्री जी ने जिस उदारता और गम्भीरता के साथ समस्याओं का निराकरण किया है, वह बहुत ही सराहनीय है। उन्होंने यह महसूस किया है कि एक तरफ रेल द्वारा माल की ढुलाई और उससे मुनाफा राष्ट्रीय हित में है और दूसरी तरफ उनका यह भी सोचना सही है चूंकि वे जनता के प्रतिनिधि हैं, जनता के बीच से आते हैं और जनता के सुख दुख के लिए सामान्य यात्रा के लिए रेल विभाग क्या कर सकता है, इसकी तरफ भी उन्होंने ध्यान दिया है। इसलिए हम उनका सम्मान करते हैं और उनकी प्रशंसा करते हैं। इन नीतियों के चलने के बावजूद भी बहुत बड़े संकट का सामना करना पड़ा है और उन्होंने उस संकट का, उस संघर्ष का स्वागत किया है, वे सच्चे मायनों में हमारे रहनुमा हैं और हमारे पथ-प्रदर्शक हैं।

उपाध्यक्ष महोदय, अभी किसी विरोधी पक्ष के सदस्य ने कहा है आप सिर्फ मालदा के ही रेल मंत्री नहीं हैं, सारे भारत के रेल मंत्री हैं। हमारे जिले से भारत के प्रथम राष्ट्रपति, डा० राजेन्द्र प्रसाद आते हैं, हमारे जिले से बिहार के मुख्य मंत्री हुए, लेकिन फिर भी जिले की दशा में विशेष परिवर्तन नहीं हुआ। सब लोग कहते हैं कि यहां से राष्ट्रपति हुए, मुख्यमंत्री हुए, लेकिन छपरा जहां का तहां खड़ा हुआ है, वह आगे नहीं बढ़ सका है। मालदा आपकी जन्मभूमि है, जो जन्मभूमि की सेवा नहीं करता है, मेरे विचार में वह अच्छा काम

नहीं करता है । मालदा के नागरिकों और मालदा के मतदाताओं के मन में कुछ अरमान हैं, उन्होंने कुछ सोच कर ही आपको विजयी बनाया है कि जब कभी मौका आए तो मालदा के भाग्य को सुधारने का मौका मिले । मुझे याद पड़ता है—श्री राजेन्द्र प्रसाद यादव जो संसद् में सहरसा से आते हैं, सहरसा पहले एक थाना था । श्री रामावतार शास्त्री जी भी इस बात को जानते हैं, वह सब-डिवीजन बना, उसके बाद जिला बना और आज एक कमिश्नरी है । हम बिहार के दूसरे क्षेत्र के लोग इसके लिये अंगुली नहीं उठाते हैं कि उसको सब-डिवीजन से कमिश्नरी का दर्जा क्यों दिया गया । सहरसा के एक वीरपुत्र ने उसको यह दर्जा दिया, एक बहुत अच्छा काम किया । अपने नगर का उत्थान करना हमारा परम-धर्म होता है, इसलिये आपने अनुकरणीय काम किया है हम उसकी प्रशंसा करते हैं । उसकी भर्त्सना करना हमारी दकियानूसी की निशानी है ।

मैं विनम्रतापूर्वक रेल मंत्री जी से अनुरोध करना चाहता हूं—जैसा श्रीरामावतार शास्त्री जी ने भी पिछली दफा कहा था—गंगा नदी पर डीघाघाट से पहलेजा के बीच में रेल पुल के निर्माण का मामला 1975 से पड़ा हुआ है । जब से मैं लोक सभा में आया हूं—बारबार प्रश्न करके हर मौके पर मैंने विचार प्रकट किया है कि इस पुल का निर्माण किया जाना चाहिये । हमें कहा जाता है कि पूना में मिट्टी की जांच हो रही है, पता नहीं अभी तक वह जांच पूरी हुई या नहीं । मंत्री जी, जब तक आपका विशेष ध्यान इस पर नहीं जाता, यह काम होने वाला नहीं है । यह अत्यन्त परमावश्यक काम है, इसलिये कि इस पुल के बन जाने के समस्त उत्तर बिहार तथा पूर्वी उत्तर प्रदेश के जन-जीवन में एक क्रान्तिकारी आमूल-परिवर्तन होने वाला है, एक आर्थिक क्रान्ति पैदा हो सकती है । राष्ट्रपिता महात्मा गांधी के नाम पर पटना-हाजीपुर के सामने एक सड़क पर पुल बन गया है, जिसके बन जाने से जनता सड़क मार्ग से जाने-आने लगी है, जिससे रेलवे की आमदनी बिलकुल बन्द हो गई है । जब तक आप रेल पुल वहां पर नहीं बनायेंगे, जनता की समस्या का समाधान नहीं हो सकेगा . . .

श्री मूल चन्द डागा : वहां पर ज्यादा लोग विदाउट -टिकट चलते हैं ।

प्रो० सत्यदेव सिंह : हो सकता है, बिना टिकट भी चलते होंगे, लेकिन हम अगर कोई गलती करते हैं, तो आपके पास शक्ति है, उनको पकड़ कर सुधारिये, उनको जेल भेजिये, जुर्माना कीजिये, लेकिन इसका यह अर्थ नहीं है कि रेल पुल न बनाया जाये

. . . (व्यवधान) . . .

महात्मा गांधी सेतु बन जाने से स्टीमर सर्विस भी नहीं रही है । अनेकानेक बसें वहां पर चलने लगी हैं, डीलक्स बसें चल रही हैं, बहुत सारा पैसा जो पहले रेल विभाग को स्टीमर सर्विस से आता था वह समाप्त हो गया है और व्यक्तिगत पूंजी वाले लोग कमा रहे हैं । इसलिये मेरा अनुरोध है कि वहां पर रेल पुल का तुरन्त निर्माण किया जाये ।

मुकामा पर आपने भारत के प्रथम राष्ट्रपति डा० राजेन्द्र प्रसाद जी के नाम पर रेल तथा सड़क पुल का निर्माण किया है । इसी तरह से पटना-हाजीपुर के बीच में आपने सड़क पुल का निर्माण महात्मा गांधी जी के नाम से किया है, मेरा अनुरोध है कि यह नया रेल पुल भारत के प्रथम प्रधान मंत्री प० जवाहर लाल नेहरू के नाम पर बनाया जाये । मेरा यह अनुरोध भी है कि जिस तरह मुकामा में रेल-सड़क पुल बनाया है उसी तरह से डीघाघाट-पहलेजा पुल को भी रेल-सड़क पुल बनाया जाये ।

मेरा दूसरा निवेदन यह है कि छपरा-मुरहोरा सड़क पर कचहरी के पास आपने

[प्रो० सत्यव्रत सिंह]

बिना किसी की जानकारी के रेल फाटक को बन्द कर दिया है। यह प्रजातन्त्र है, प्रजातन्त्र में ऐसा काम करने से पहले आपको चाहिये था कि छपरा की नगर-पालिका के अध्यक्ष, वहां की जिला परिषद् के अध्यक्ष, वहां के विधायक और वहां के संसद की सलाह से यह काम करते। लेकिन आपने बिना जन-प्रतिनिधियों की जानकारी के, बिना जनता की जानकारी के ऐसा कर दिया है। रेलवे के इंजीनियरों और वहां के जिला पदाधिकारी, जो बाहर के प्रदेश से आते हैं, उन को स्थानीय जनता के सुख-दुख और उनकी समस्याओं का कोई ज्ञान नहीं है। उन्होंने बिना सोचे-समझे उस महत्वपूर्ण सड़क को बन्द कर दिया। तीन वर्षों से हम इस सवाल को उठा रहे हैं, लेकिन अभी तक कोई कार्यवाही नहीं की गई है। मैं माननीय रेल मंत्री जी से कहना चाहता हूं—हम जब अपने क्षेत्र में जाते हैं तो हमें जनता की गालियां सुननी पड़ती हैं। छपरा के लोग हमको चलने नहीं देते हैं, पूछते हैं कि फाटक कब खुल रहा है? क्यों नहीं खुल रहा है। मैं नहीं समझ पा रहा हूं—रेल अधिकारी इस पर ध्यान क्यों नहीं दे रहे हैं? मैं निवेदन करना चाहता हूं कि आप तुरन्त इस महत्वपूर्ण सड़क को खुलवायें। पटना में भीठापुर रेल क्रासिंग है जहां का फाटक खुला रहता है, गाड़ी आने के दो-चार मिनट पहले बन्द होता है। इसी तरह पटना जंक्शन से दानापुर के बीच में जितने रेल फाटक हैं सब आदमी द्वारा खोले और बन्द किये जाते हैं। इसी प्रकार की व्यवस्था वहां भी होनी चाहिये जिससे आम जनता को सुविधा मिले और जनता यह समझे कि हमारे रेल मंत्री अपने हैं, संसद अपनी है।

16.30 hrs.

SHRI N. K. SHEJWALKAR *in the chair*

हम लोगों की बड़ी अवमानना होती है। मैं समझता हूं कि हमारे रेल मंत्री जी जनता के दुःख दर्द को बहुत नजदीक से जानते हैं और वे हमारी समस्या का समाधान शीघ्रता से और अच्छे ढंग से करेंगे।

छपरा-वाराणसी लाइन पर अवमान परिवर्तन होना चाहिए। यह बहुत महत्वपूर्ण लाइन है और बहुत पुरानी लाइन है। इसके बारे में सर्वेक्षण का कार्य भी हो चुका है।

छपरा क्षेत्र में एक दरौंदा-महाराजगंज लाइन का अवमान परिवर्तन भी होना चाहिए आरा-सासाराम रेलवे लाइन जिसके बारे में माननीय पंडित कमलापति जी त्रिपाठी ने 1980 में वचन दिया था कि इसके सर्वेक्षण का काम पूरा किया जायेगा। लेकिन वह अभी तक नहीं हो सका है। इस पर भी मंत्री जी ध्यान दें।

छपरा-मोतीहारी लाइन को पिपरा तक बनाने पर मात्र 15 करोड़ रुपया खर्च होगा। यह एक अन्तर्राष्ट्रीय महत्व की लाइन होगी और काठमाण्डु से दिल्ली आने वाले यात्री पिपरा, छपरा होते हुए शीघ्रता से दिल्ली आ सकेंगे। इससे दिल्ली आने की उनकी दूरी भी कम होगी और वे सुविधापूर्वक दिल्ली आ सकेंगे। इस पर भी ध्यान देना नितान्त आवश्यक है।

छपरा से दिल्ली और छपरा से कलकत्ता सीधी रेल सेवा देना बहुत आवश्यक है। इससे हमारे उत्तरी बिहार के मिथिलांचल के लोगों को बड़ी लाइन से सीधे दिल्ली आने की सुविधा प्राप्त होगी। यह बड़ी लाइन की सीधी रेल सेवा देना बहुत आवश्यक है जिससे कि लोग छपरा से दिल्ली और दिल्ली से छपरा सीधे आ जा सकें।

एक महत्वपूर्ण लाइन का अवमान परिवर्तन किया गया है। बरौनी से लखनऊ लाइन का अवमान परिवर्तन किया गया है। लेकिन छोटी लाइन से पहले जितनी शीघ्रता से लखनऊ आ जा सकते थे, आजकल उतनी शीघ्रता से नहीं आ जा सकते हैं। आजकल बड़ी दिक्कत होती है इसलिए इस रास्ते से लोगों का आना-जाना असंभव हो गया है। इससे रेलवे को भी घाटा होता है। कहा जाता है कि इस लाइन पर घटिया किस्म के डिब्बे, घटिया किस्म के इंजिन और रेल ट्रेक लगाये

जाते हैं। अगर इस लाइन पर सुन्दर व्यवस्था होती तो लोगों का आकर्षण होता। लेकिन आकर्षण न होते हुए एक निराशा सी हो गयी है। छपरा से गोरखपुर आने में दस घंटे लगते हैं, लखनऊ जाने में बीस घंटे लगते है। आप इस देरी को कम करें। आपका तो नारा भी है—संरक्षण, सुरक्षा और समय-पालन। हम आपसे आग्रह करेंगे कि हमें सुगमता-पूर्वक लखनऊ आने-जाने की सुविधा प्रदान करें।

सभापति जी, बिहार में बहुत रेलवे लाइनें हैं लेकिन वहां पर कोई रेलवे क्षेत्रीय मुख्यालय नहीं है। एक क्षेत्रीय मुख्यालय बिहार में होना चाहिए। यह बिहार की जनता की बहुत पुरानी मांग है।

आपने अपने बजट भाषण में कहा है कि मेल, एक्सप्रेस गाड़ियों में समय का पालन किया जायेगा। यह बहुत सुन्दर बात है। हम इसके लिए आपकी सराहना और प्रशंसा करते हैं। लेकिन जहां आप समय पर गाड़ी चलाने की बात करते हैं वहां मैं आपसे कहना चाहता हूं कि छपरा से सीवान और छपरा से सोनपुर चार-चार घटे विलम्ब से गाड़ियां जाती हैं। इस तरफ भी आपका ध्यान दिया जाना चाहिए।

आपने योजना आयोग और वित्त मंत्रालय से अधिक से अधिक राशि प्राप्त करने की बात कही है जिससे कि आप रेलों की ओर अच्छी व्यवस्था कर सकें। यह बात ठीक है कि जब तक आपको अधिक राशि नहीं मिलेगी तब तक आप रेलवे का विकास नहीं कर सकते। देश की आजादी के बाद के इतने वर्षों में बहुत कुछ काम हुआ है लेकिन जितने आपके पास रेलवे के विकास के प्रस्ताव हैं, जितना आप काम करना चाहते हैं, उसके लिए आपके पास राशि नहीं है। बिना राशि के ये सारे काम करना सभंव नहीं है, इसलिए आपको अधिक से अधिक राशि मिलनी चाहिए।

माननीय सभापति जी, मैं रेल मंत्री जी का ध्यान सोनपुर की ओर आकृष्ट करना चाहता हूं। वहां पर एक रेलवे कालेज है। मैं चाहता हूं कि विभाग इस कालेज की व्यवस्था अपने हाथ में ले और सोनपुर में एक हाईस्कूल की व्यवस्था करना भी बहुत आवश्यक है। डिविजनल हैडक्वर्टर हाजीपुर बगल में है इसलिए वहां पर बच्चों की पढ़ाई के लिए यह अत्यन्त आवश्यक है।

वाराणसी और छपरा के बीच में मांझी में 40 एकड़ का बहुत रमणीय स्थान है। वहां पर अवकाश गृह बनाने का विचार चल रहा है। अगर वहां पर अवकाश गृह बनाया जाए तो मैं समझता हूं कि अवकाश में रेलवे कर्मचारियों को बहुत ही रमणीय स्थल प्राप्त हो सकेगा।

अन्तिम निवेदन यह है कि रेल विभाग को योजना आयोग से कम राशि मिली है, जिसकी वजह से मजबूर होकर रेल मंत्री महोदय को दूसरे दर्जे के किराए में और मासिक पास किराए में वृद्धि करनी पड़ी है। मेरा अनुरोध है कि इस कमी को अन्य साधनों से पूरा किया जाए और दूसरे दर्जे के यात्रियों को और मासिक यात्रियों को जो अपनी रोजी-रोटी के लिए एक स्थान से दूसरे स्थान आते-जाते हैं, राहत दी जाए।

छपरा जंकशन पर बड़ी लाइन तो मेन प्लेटफार्म पर है, लेकिन छोटी लाइन वालों को काफी दूर जाना पड़ता है। मेरा मंत्री महोदय से अनुरोध है कि जनरल मैनेजर एन ई आर को निर्देश दें कि वे एम जी के यात्रियों की सुविधा के लिक प्रयास करें।

छपरा मरहरा रोड पर कचहरी स्टेशन से तीन किलोमीटर दूर फाटक पर बस वाले यात्रियों को उतार देते हैं, जिससे वहां से तीन किलोमीटर तक यात्रियों को अपना सामान और बच्चों को लेकर आने में भारी असुविधा होती है। मेरा अनुरोध है कि इस समस्या के समा धान के लिए उचित व्यवस्था की जाए।

[प्रो० सत्यदेव सिंह]

इन शब्दों के साथ मैं अपने बहादुर और योग्यता, निष्ठा, समाजसेवा और राष्ट्रसेवा करने में जिनका पूरा लगाव है, ऐसे मंत्री जी ने जो प्रस्ताव प्रस्तुत किया है उसका हार्दिक अनुमोदन करता हूं।

*SHRI HARIHAR SOREN (Keonjher) : Mr. Chairman, Sir, the hon. Minister of Railways has presented the Railway Budget for the year 1983-84 in this House. I rise to support the Budget. I would like to raise some urgent issues regarding Orissa while taking part in the discussion.

Sir, I come from Keonjher district of Orissa. It is a tribal populated backward district. This district abounds in high grade iron ore, manganese, bauxite and some other minerals. The iron ore belt is called Banspani-Barbil sector. At present about 2 MT of iron ore is transported from Banspani-Barbil area to Paradip port for export. This traffic moves via Tata Nagar and Kharagpur in a circuitous route covering about 600 K.M. Keeping in mind the iron ore requirement of Paradip port and Paradip Steel Plant the Jakhapura-Banspani railway line was planned. Now the site of the proposed Paradip steel Plant has been shifted and it is going to be established at Baitari. With the decision of the Ministry of Steel and Mines to take up the construction of Daitari Steel plant in the current financial year, the demand for the Jakhpura-Banspani railway line has assumed greater urgency.

The demand for the construction of Banspani-Jakhapura rail link is not only the demand of Keonjher district in particular, it is the demand of the people of Orissa in general. After we achieved the Independence we have been asking for the construction of this line. But it is a matter of great regret that much attention has not been paid to the construction of this link within a time bound programme. I, as a member of this House, have raised this matter in the form of questions, speeches and under rule 377. The total length of this line is 179 K.M.

The construction of the first phase between Jakhapura and Daitari was taken up in 1974-75. The construction has been divided into three phases. The Construction of the first phase was completed in the year 1979. It was opened to traffic in 1980. The length of the first phase is 33 K. M.

The second phase of this line from Daitari to Keonjhergarh is 95 K.M. This phase got sanction two years back. But it is regrettable that construction work has not been started. Sir, the House is aware of the severe drought prevailing in my district this year. If the construction of the second phase starts, the workers, particularly tribals, will be greatly benefitted. They will get engaged in the construction work and thereby they will earn their daily bread. At the same time, the high grade iron ore that is available in abundance in Gandhamardan mines near Keonjhergarh can be carried by train to meat the requirements of the Daitari steel plant that is coming up in the current financial year. Therefore, I draw the attention of the hon. Minister to take expeditious steps for the construction of this rail link in the current financial year.

The third phase of this rail link between Keonjhergarh and Banspani is very important. The length of this phase is 51 K.M. Unless the entire line is constructed, the movement of the huge quantity or iron ore over a saturated section of the main line via Rajkharasuan Tatanagar and Kharagpur to Paradip port would be an unbearable burden in the railway system and would create a serious bottleneck in the movement of traffic,

*The Original speech was delivered in Oriya.

Once the line is constructed there will be a direct movement to Paradip which would result in a saving of about Rs. 26- per metric tonne to MMTC. They would gain Rs. 10 crores in transportation cost. This will also reduce the pressure on the saturated main line and additional quantity of iron ore can be moved to Paradip port with fewer number of wagon and engines as the distance would be shortened considerably. Considering all these aspects, I demand that the construction of the third phase of Jakhapura-Banspani rail link between Keonjhergarh and Banspani should also be sanctioned in the current financial year and construction work should be completed by the end of the sixth plan period.

Now, I would like to speak a word about Kiribur-Barbil rail link. It also falls in my constituency. Kiribur is situated on the border of Bihar and Orissa. The breach line which takes off from Rajkharsuan goes right upto Barbil. Another branch line which takes off from Bandamunda near Rourkela goes right upto Kiribur. There is a gap between Kiribur and Barsuani which would not be more than 10 Kms. If this gap is linked by a rail line, then Rajkharasuan, Barbil, Kiribur and Bandamunda will form a loop and assure smoother movement of traffic. Barbil-Kiribur-Barsuan area is full of minerals and major steel industries in the country draw their iron ore from this belt. The commercial exploitation of the minerals bearing area with rich forests would be to the advantage of the people. It is, therefore, necessary that a survey for a rail link connecting Barbil with Kiribur should be undertaken to assess its techno-economic feasibility.

I shall be failing in my duty if I do not say a word about the extension of passenger train to Balani. Sir, a passenger train is running between Tatanagar and Barbil. This train had gone upto Balani for one day. It is regrettable that just after one day the running of this train upto Balani was discontinued. Now this train terminates at Barbil. The distance between Barbil and Balani is only 4 K.M. I urge the Minister of Railways to extend this passenger train upto Balani and it should go to Balani regularly. I would like to make a fervent appeal to the Minister to undertake a survey to explore the prospect of the construction of rail link between Balani and Kiribur. The distance between Balani and Kiribur would be hardly 3 to 4 Kms. Therefore, the construction will not cost much to the Railways. On completion of this line, the passenger train running between Tatanagar and Barbil can very conveniently be extended to Kiribur and movement of iron ore and other minerals would become possible. So, I request the hon. Minister of Railways to consider this fresh proposal sympathetically.

Sir, I would like to draw the attention of the Minister towards Barbil railway station. Unfortunately no platform has been constructed at Barbil. I request that a platform should be provided at Barbil and adequate number of staff should be appointed there. A ticket counter should also be opened there.

Barbil is a mineral area. Thousands of people are working in the Barbil mines area. Hundreds of them go to Delhi, Amritsar, Calcutta and Madras for official work and business purposes. They have to come to Tatanagar to reserve their berths but they fail to get tickets due to the inadequate quota in Tatanagar. In view of this, I demand that the existing reservation quota from Tatanagar to Delhi, Calcutta, Madras and Amritsar should be increased in first and second class coaches. At the same time, I demand that one more passenger train should be introduced between Tatanagar and Barbil for the passengers coming to Barbil. Time table should be adjusted according to the arrival and departure timings of Tata—Amritsar, Utkal,

[Shri Harihar Soren]

Kalinga, Nilachal and Bokaro-Madras Express trains at Tatanagar.

Finally, I would like to request the hon. Minister to change the arrival time of Nilanchal Express at New Delhi. Sir, the present arrival time is 9.40 p.m. But usually the train arrives at New Delhi railway station three to four hours late The passengers coming to Delhi face a lot of difficulty in reaching their destination as taxis, scooters or any other conveyance are not available late at night. Therefore, I request that the arrival time of Nilanchal Express at New Delhi should be between 5 to 7 p.m. with immediate effect.

There are, a large number of cases of theft and dacoities in all the Orissa-bound trains. I request that Railway police should be deployed at night in all those trains. Nilanchal Express should be run every day.

With these words I conclude my speech.

श्री एन० ई० हारी (खूंटी) : सभापति जी, गत वर्ष रेल बजट पर बात करते हुए मैंने मांग की थी कि रेलवे के अन्दर जो 2–3 लाख कैजुअल लेबर हैं इनको रैगुलर बनाया जाना चाहिये । उस वक्त के रेल मंत्री जी ने आश्वासन दिया था कि धीरे-धीरे जां भी ऐसे रिक्त स्थान होंगे वहां उनको ऐबसार्ब कर लिया जाएगा । मगर ऐसा लगता है कि इस पर रेल प्रशासन ने कोई ध्यान नहीं दिया और आज तक इस पर कोई काम नहीं हुआ है । अगर आप इनकी रिपोर्ट देखें तो पायेंगे 2–3 लाख जो कैजुअल लेबर हैं इनकी गिनती 1978 से आज तक बराबर है । 1978–79 में 2.3 लाख, 1979–80 में 2.3 लाख, 1080–81 में भी 2.3 लाख और आज भी 2.3 लाख हैं ।मतलब यह कि जो कैजुअल लेबर हैं उनमें से एक भी आदमी को आज तक रैगुलर अपाइंटमेंट नहीं मिला । होता क्या है कि आप जो आश्वासन देते हैं उस पर कोई काम नहीं होता । जो आप पर जिम्मेदारी होनी चाहिये वह नहीं हो पाती है । इन मजदूरों से ठेकेदारों के माध्यम से काम कराया जाता है और उनको प्रोत्साहन यानी ठेकेदारों को प्रोत्साहन दिया जाता है और उनको बनाये रखने के लिये ही कैजुअल लेबर रखे जाते हैं । इसलिये इस ओर ध्यान देना चाहिये क्योंकि कैजुअल लेबर जो 12, 13 साल से हैं उन्हें जीवन में कभी भी रैगुलर होने की कोई गुंजायश नहीं मालूम पड़ती । इसलिये प्रशासन को इस ओर ध्यान देना चाहिये, और मेरी मांग है कि नए रेल मंत्री होने के बाद आप इस पर अवश्य ध्यान देंगे ।

अभी रेलवे ऐडमिनिस्ट्रेशन में 15.7 लाख कर्मचारी हैं और साल व साल कुछ न कुछ व्हाल करते हों । मगर इसके बावजूद अगर इनकी रिपोर्ट को ही देखें तो देखेंगे कि आदिवासी और हरिजन, इनका जो सुरक्षित स्थान है उस पर भी पूरी व्हाली नहीं हुई है और बैक लाग अभी भी पड़ा हुआ है । कई बार स्पेशल ड्राइव किया है और हर डिवीजन में स्पेशल सैल भी बनाये हैं । मगर बावजूद इनके पता नहीं क्या लोग नहीं मिलते हैं शेड्युल्ड कास्ट और ट्राइव के जिस से बैक लाग पूरा नहीं हुआ है ?

शेडयुल्ड ट्राइवस के बारे में एक सुझाव देना चाहता हूं । शेड्युल्ड ट्राइवस जिस क्षेत्र में ज्यादा संख्या में बसते हैं उस क्षेत्र में आप स्पेशल ड्राइव कराइये । मैंने कुछ वर्ष पहतेले इस सदन में मांग की थी कि बिहार और उड़ीसा में शेड्युल्ड ट्राइवस की संख्या ज्यादा है अगर आप रांची और चकदपुर में रेलवे सर्विस कमीशन बनायेंगे वहां स्थापित करेंगे तो अधिक संख्या में आपको शिड्युल्ड ट्राइवस मिलेंगे । कुछ समय तक तो ऐसा लगा कि प्रशासन ने रांची में रिक्रूटमेंट का कुछ काम किया, मगर यह टैम्पोरेरी रहा । मेरी मांग है कि जो रिजर्व्ड सीटें हैं शिडयुल्ड ट्राइवस की उनको फिल-अप करने के लिए आप उस

क्षेत्र में रेलवे सर्विस कमीशन स्थापित करें। आज रेलवे हैड-क्वार्टर कलकत्ता में हैं और सर्विस कमीशन वही बैठता है। मैं मांग करता हूं कि यह रांची में होना चाहिए।

अभी पूरे रेलवेज में 9 ज़ोनल रेलवेज हैं। मेरी यह मांग है कि साउथ ईस्टर्न रेलवे का जो चक्रधरपुर डिवीज़न है और ईस्टर्न रेलवे का जो धनवाद डिवीज़न है, इन दोनों को मिला कर एक नया जोनल रेलवे बनाया जाये, और इसका हेड-क्वार्टर चाहे आप धनबाद में रखें या चक्रधरपुर में रखें। आप देखेंगे कि ईस्टर्न रेलवे में सबसे ज्यादा आमदनी बिहार और उड़ीसा के क्षेत्र से मिलती है लेकिन आज वहां बगाली और दूसरी जगहों के लोगों को नौकरी मिलती है, यहां के आदिवासियों को नौकरी नहीं मिलती है। मेरा निवेदन है कि प्रशासन कुछ डिसैंट्रलाइज़ करे और 9 की जगह 10 जोनल रेलवे बनायें हरेक जोन में 3,000 से 10,000 मी० तक ट्रैक है, उसके लिए भी वहां काफी जगह है जो नया जोन रेलवे का आप बनायें मैं चाहूंगा कि आप उसका नाम मिड-वेस्टर्न रेलवे रखें।

इनके पहले जो मंत्री थे उन्होंने आश्वासन दिया था कि हम नई रेलवे लाइन देंगे। उन्होंने बहुत जगह पब्लिक स्पीच में भी कहा, लेकिन वर्तमान मंत्री श्री गनी खां चौधरी उतना आश्वासन नहीं दे रहे हैं। ऐसा लगता है कि वह कुछ प्रैक्टिकल काम करना चाहते हैं, फिर भी मैं उनका ध्यान इस ओर दिलाना चाहता हूं।

रांची से लोहरदगा छोटी लाइन है, उसको बड़ी लाइन में कंवर्ट करने का विचार आया है। अभी दिल्ली से यदि रांची जाना हो तो रेल को घूमकर जाना पड़ता है। इसकी दूरी को कम करने के लिये एक प्रपोज़ल बहुत सालों से आ रहा है कि लोहरदगा को टोड़ी स्टेशन से जोड़ा जाय जिसका फासला 25,30 किलोमीटर पड़ेगा। अगर यह काम कर देंगे तो दिल्ली से रांची की दूरी 300 किलोमीटर कम हो जायेंगी और आसानी से आदमी वहां आ-जा सकेगा। मैं चाहूंगा कि रेल मंत्री इस ओर ध्यान दें।

दूसरा प्रपोज़ल जो बहुत पहले से चला आ रहा है हजारी बाग को रांची से और हजारी बाग को गिरीडीह से दुमका को जोड़ने का है। यह रेलवे लाइन होनी चाहिये। इसके संबंध में कुछ सर्वे भी हुआ है, उसमें प्रगति भी हुई है। आपके पहले के मंत्री जी ने कहा था कि उस पर तैयारी भी हो रही है। मैं चाहूंगा कि इसमें और प्रगति लाई जाय और इस काम को किया जाना चाहिये।

अगर रेलवे के हिसाब को देखें तो ऐसा लगता है कि साल में रेलवे प्रशासन जितने सामान की खरीद करता है, उसका दसवां हिस्सा चोरी में चला जाता है। इस रिपोर्ट में कहा गया है कि 1981–82 में रेलवे के सामान को जो चोरी हुई उसकी कीमत 150 करोड़ 22 लाख है। उस में से कुछ माल बरामद हुआ है जो कि वापिस लिया गया, वह करीब-करीब 88.17 लाख का है। लेकिन अधिकतर हिस्सा चोरी में चला गया है। दूसरे जो बुक कन्सा-इनमेन्ट होते हैं उस में 1981–82 में 681.57 करोड़ की चोरी हुई। इसकी रोक-थाम के लिए सी आर पी और आर पी एफ हैं। आर० पी० एफ० का जो काम ही रेलवे प्रापर्टी की प्रोटेक्शन करना है लेकिन ऐसा लगता है कि इतनी बड़ी फोर्स रखने के बाद भी भी कोई प्रोटेक्शन नहीं हो रही है। रेलवे अपनी सम्पत्ति है—लगता है ऐसा विचार रेल कर्मचारियों में नहीं है। मैं एक उदाहरण देना चाहूंगा। एक रेल कर्मचारी से बात करते हुए उसने मुझे

[श्री एन०ई० होरो]

बताया कि जब वह रेल स्टोर में बहुत चोरियां होने की शिकायत लेकर बड़े अफसर के पास गया तो आफिसर ने उस से कहां कि यह तो एक समुन्दर है उस में से अगर किसी ने एक चुल्लू पानी ले लिया तो क्या फर्क पड़ेगा। ऐसी मनो वृत्ति के रहते आप कितना ही प्रबन्ध करें, चोरियां होती रहेगी। बाहर का आदमी चोरी नहीं करता है। अगर करताउ भी है तो कर्मचारियों मिलकर करता है। इसलिए इसकी ओर आपको विशेष ध्यान देना चाहिए। रेलवेज ने सन् 1981–82 में 1595.4 करोड़ का सामान खरीदा जिसका दसवां हिस्सा चोरी चला गया। ऐसी हालत में आपको रेलवे फ्रेट और यात्री भाड़ा जो बढ़ाना पड़ता है उसका भार गरीब आदमी पर जाता है। इसलिए जो पैसा आपको मिलता है उस में फिजूलखर्ची रोक कर उचित रूप में उसको व्यय किया जाना चाहिए। आपके कर्मचारी और आपकी पुलिस चोरियां करती है, इसको ध्यान में रखते हुए उसको रोकने के उपाय करने चाहिए।

सारे रेल कर्मचारी भ्रष्ट है, ऐसी बात मैं नही कहता लेकिन जो ईमानदार हैं उनको नौकरी से निकाल दिया जाता है। मंत्री जी को मालूम होगा, मैंने एक दो अफसरों के बारे में उनको चिट्ठी लिखी है। आर० पी०एफ० एक का एक जवान बहुत इमनदारी के साथ काम करता था, उसका दारोगा उसको पसंद नहीं करता था इसलिए उसने उसके खिलाफ जाल रचा और नौकरी से हटा दिया। बहुत कहने के बाद आज उसको रीएप्वाइट किया जा रहा है जब कि वह कहता है कि मुझे रीएप्वाइण्टमेण्ट नहीं, एप्वाइण्टमेण्ट चाहिए। इस सम्बन्ध में मंत्री जी को चिट्ठी भी लिखी है लेकिन जैसा आप जानते हैं कि हम जो चिट्ठियां मिनिस्टर को लिखते हैं उस पर अफसर ने जो नोट लिखदिया उसी के दस्तखत कर देते हैं। मोहम्मद रशीद उस व्यक्ति का नाम है। 5–6 साल से उसको नौकरी से हटा दिया गया था इसलिए कि वह इमानदार था। लेकिन उस पर गलत दोषारोपण कर रहे हैं कि वह भ्रष्टाचार में लिप्त था हालांकि ऐसा नहीं था। भ्रटाचार में तो वह लिप्त था जिसने कि उस को हटाया था नौकरी से। इसलिए मैं चाहूंगा कि अधिकारियों के बीच में जो भ्रष्टाचार है उसको रोका जाए तथा इमानदार लोगों को रखा जाए ताकि राष्ट्रीय सम्पत्ति की रक्षा हो सके।

और अधिक समय न लेते हुए मैं कहना चाहूंगा कि रेलवे को एक नई नीति अपनानी चाहिए। कुछ नीतियां अग्रेजों के समय की चली आ रही हैं।

अक्सर कहा जाता है कि हमारे देश में रीजनल इम्बैलेंस है और आज भी जो रेल गाड़ियां चल रही हैं, वे किसी एक दृष्टिकोण से और वैस्टड इण्टरेस्ट को सुविधा देने के दृष्टिकोण से चल रही हैं। रेलवे जितना भी पैसा खर्च करती है, उससे सिर्फ कुछ ही लोगों को फायदा होता है। हमारे छोटा नागपुर में भी जो रेल लाइन है, वह एक्सप्लायटेशन है, वह इसलिए नहीं है कि वहां की कम्यूनिटी डवलप करे और कुछ विकास कर सके।

अभी सरकारी पक्ष के एक सदस्य ने कहा कि मध्य प्रदेश को रांची से जोड़ना है, जिसकी दूरी भी ज्यादा नहीं है, चूंकि वहां पर हरिजन और आदिवासी रहते हैं। इन्फ्रास्ट्रक्चर को बढ़ाने के लिए रेलवे ही एक ऐसा साधन है, जिसका विकास किया जाना चाहिए। इसलिए मैं चाहूंगा कि मंत्री जी इस ओर ध्यान देंगे। रेलवे बोर्ड में भी इस पर एक नए दृष्टिकोण से विचार किया जाएगा, क्योंकि इसके बगैर क्षेत्र का विकास नहीं किया जा सकता है। आज जब हम असम की बात करते हैं, पंजाब की बात करते हैं, इस

आन्दोलन के पीछे कारण केवल रीजनल इम्बैलेंस है। जब हम सरकार के दरवाज पर कुछ कहते हैं, तो सरकार कुछ नहीं सुनती है, बात करने के लिए तैयार नहीं है। यदि सरकार बात नहीं करेगी तो कल गाली देंगे, जूता मारेंगे, फिर लाठी चलायेंगे, जो कि नहीं होना चाहिए। आज हमारे क्षेत्र की मांग है कि रांची से लोहरदगा, जो कि 40 किलोमीटर की लाइन है, उसको ब्राड गेज में बदल दिया जाए। इसके साथ मैं और भी एक बात कहना चाहता, हू यदि इससे थोड़ा और आग बढ़ा जाए, 25 किलोमीटर और इसको टोरी से जोड़ देते हैं, तो दिल्ली से रांची के बीच का फासला 300 किलोमीटर कम हो सकता है। एक मांग यह भी है कि हज़ारी बाग गिरिडिह, गिरिडिह हज़ारीबाग को दुमका हैड क्वार्टर से जोड़ा नहीं गया है। आश्वासन पर आश्वासन दिए जा रहे है, लेकिन काम कुछ नहीं होता है। अब की बार तो रेल मंत्री ने आश्वासन भी नहीं दिया है। यदि रेल मंत्रालय कुछ काम नहीं करेगा तो लोग आन्दोलन करने के लिए निकलेंगे, रेल का चक्का जाम करेंगे। इसके अलावा उनको जगाने का उपाय और क्या है, क्योंकि यह एक सीरियस बात है। यदि इन नीतियों के चलते इन्फ्रास्ट्रक्चर को योगदान नहीं दिया जाएगा तो उन लोगों का उद्धार कैसे हो सकता है। हमारे क्षेत्र में कोयला मिलता है, बिजली है, सब कुछ है, लेकिन उससे हमारे क्षेत्र को कोई फायदा नहीं मिलता है। इसलिए मैं चाहूंगा हमारे रेल मंत्री एक नए दृष्टिकोण से विचार करेंगे और ध्यान देंगे। इन शब्दों के साथ मैं अपनी बात समाप्त करते हुए आपको धन्यवाद देता हूं।

श्री काज़ी सलीम (औरंगाबाद) : सभापति महोदय, सब से पहले तो मैं आप का आभारी हूं—आप ने मुझे बोलने का मौका दे कर मेरी कांस्टीचूएन्सी की इज्जत बढ़ाई है। अगर हम उन की जो सच्ची भावना है उस का साथ न दें, उस को यहां पर ईमानदारी से ज़ाहिर न करें, तो हम को मुंह की खानी पड़ती है। हम जनता के नुमाइन्दे हो कर यहां आये हैं इसलिए उसकी बात को आपके सामने रखना हम अपना फर्ज़ समझते हैं। वरना सरकार को यह समझना चाहिए कि हम उनकी कुर्सी के पाये हैं।

मैं अपने रेल मंत्री जी के अभिनन्दन के लिय यहां पर खड़ा हुआ हूं, इस लिय कि उन्होंने जो बजट दिया है, वह एक तरह से बैलेंस्ड बजट है, जिस में लोगों पर थोड़ा सा भार डाल कर उन्होंने आम जनता को ज्यादा से ज्यादा राहत पहुचाने की कोशिश की है। इस के लिए मैं उन को मुबारकबाद देता हूं। उन की स्पीच के पहले हिस्से को पढ़ कर, जिस में उन्होंने अपनी पालिसी का ज़िक्र किया है, मुझे बेहद खुशी हुई है। रेलवे के जितने महत्व के काम हैं वे सारी बातें उस में आती हैं। मैं इस बात को नहीं मानता कि रेलवे कोई कमर्शियल-अण्डरटेकिंग है। अंग्रेजों के जमाने में होगी, लेकिन आज़ादी के बाद हमारे ऊपर कुछ सोशल जिम्मेदारियां आ गई हैं उन को पूरा करने के नज़रिये से मैं इस को कामर्शियल-अण्डरटेकिंग नहीं मानता। रेलवे के जितने महत्व के काम है उन में यह सब से जरूरी है कि जहां-जहां हमारी रेलवे बहुत पुरानी हो गई है, रिस्की बनती जा रही है, खतरा बनती जा रही है, उन का रेनोवेशन सब से पहले किया जाय, उन को बदला जाय। रेलवे में डेप्रीसियेशन का अलग से फण्ड बनाया जाय और उस फण्ड से जहां जहां ट्रैक्स पुराने हो गये हैं, सिगनल सिस्टम पुराना हो गया है-इन को बदलने का काम बहुत अहम है, इस लिये इन को सब से ज्यादा तरजीह दी जानी चाहिये।

[श्री काजी सलीम]

दूसरी बात मुझे यह अर्ज़ करनी है कि देश के जो बैकवर्ड एरियाज हैं उन के डैवलपमेंट के लिये आज सरकार करोड़ों रुपये खर्च कर रही है। रेलवे की ओर से उन एरियाज के डवलपमेंट की ज़िम्मेदारी रेल मंत्री साहब की है। हमें देखना चाहिये कि उस उन एरियाज के डवलपमेंट के लिये हम जनता की कितनी मदद कर सकते हैं और उस में रेलवे कितना हाथ बटा सकती है। इस काम को सैकण्ड-प्रायोरिटी दी जानी चाहिये।

तीसरी बात-माडर्नाइज़ैशन के बारे में है। जैसे पुराने इजिन को बदल कर नये इलैक्टिक इजिन लाए जांय, पटरियों को डबल-पटरियों में बदला जाय। लेकिन ये सारी बातें बाद में आती हैं। मंत्री जी का भाषण पढ़ने के बाद मुझे ऐसा लगा कि पहली दफ़ा तमाम चीजों का आप ने ख्याल रखा है और एक तरह से बैलेंस को कायम किया है। मैं ऐसा महसूस करता हू कि अब हम पहली दफ़ा एक मंजिल की तरफ आगे जा रहे हैं। यह काम पिछले साल शुरू हुआ था, लेकिन आज उस की रूप रेखा खुल कर सामने आई है। परसों श्री मधु दण्डवते साहब की जो तकरीर सदन में हुई, उस तकरीर में उन्होंने जो सुझाव दिये हैं और जिस तरह की पाजिटिव एप्रोच उन के भाषण में रही है उस के लिये मैं उन का शुक्रिया अदा करता हूं। मैं मत्री महोदय से कहूंगा—जो सुझाव उन्होंने खास तौर से खतरा टालने के लिय एक्सीडेंटस से बचने के लिये और सहूलियतों को बनाये रखने के लिये दिये हैं, वे बहुत ही महत्वपूर्ण हैं। इस के लिये मेरा अपना एक सुझाव है पिछली दफ़ा जब आप यहां पर रेलवे में रिफार्म्ज का एक बिल ले कर आये थे, उस वक्त अपोजीशन वालों और कांग्रेस वालों ने, सभी ने, मिल कर यह कहा था कि यह बिल काफ़ी नहीं है। इस तरह से रेलवे में जो खराबियां हैं या एक्सीडेंटस होते हैं या भ्रष्टाचार है या गाड़ियों के वक्त पर न आने की बात है चोरी-चकारी या डकैती की बात है, इन सब को लेकर हमें एक अच्छे कांप्रीहैसिव बिल लाना चाहिये। अभी तक ऐसा होता रहा है कि जब भी कोई नये मिनिस्टर साहब आते रहे हैं, उन के साथ उन का अपना मिजाज और टैम्प्रामेंट होता है, जिस से हमारी मंजिलें हमेशा बदलती रहीं। पिछले तीस सालों में हम एक मंजिल की तरफ़ कभी नहीं गये। जब एक्सीडेंट्स होने लगे तो हम रेनोवेशन की तरफ़ चले गये, जब गाड़ियों की मांग आने लगी तो हम स्टीम इंजिन के बजाय डीज़ल इंजिन की तरफ़ चले गये, उस के बाद डीज़ल से इलैक्ट्रिक इंजिन की तरफ़ चले गये-हमारा एक-लाइन आफ़-थिंकिग नहीं रहा। मैं इस के लिये यह सुझाव देना चाहता हूं कि आप यहां पर एक वाइट कमेटी बनायें जिस में राज्य सभा और लोक सभा के मेंबरान हों और जो उन तमाम चीजों पर नज़र रखते हुए, पूरी तरह से स्टडी कर के, खास तौर से जो छोटे-छोटे सुझाव आते हैं और हवा में उड़ कर चले जाते हैं, उन को पकड़ कर एक मुकम्मिल रिपोर्ट की शक्ल में मंत्री जी के सामने पेश करें।

मेरा दूसरा सुझाव यह है कि जिस तरह से हम ने सैनिक स्कल बनाये हुए हैं और जिस का हमारा तजुर्बा बहुत कामयाब रहा है, जिस में 5 साल के बच्चों को लेकर ट्रेनिंग शुरु होती है, जो बहुत अच्छे सोल्जर बन कर निकलते हैं और उनको बाद में हम आफिसर बनाते हैं, उसी तरह से रेलवे में भी हम ऐसे स्कूल बनायें। यह ठीक है कि आप ने रेलवे स्टाफ के लिये स्कूल खोले हुए हैं, लेकिन मेरा मकसद सैनिक स्कूलों की तरह

के स्कूल कायम करने से हैं, जिन में पांच साल के छोटे बच्चों को इंटैलिजेंस और मैरिट की बिना पर दाखला दें । उनकी दस साल की ट्रेनिंग करें या पांच साल की ट्रेनिंग करें। उसके बाद उनको काम मिले और उनको अच्छी नौकरी की गारंटी मिले। मैं समझता हूं कि जिस तरह से मिलिट्री स्कूल के लिए आप एक सोल्जर को तैयार करते हैं, उसी तरह से रेलवे के लिए भी आप कर पायेंगे।

[MR. DEPUTY-SPEAKER *in the Chair*].

अब मैं ज्यादा वक्त न लेता हुआ फौरन अपनी बात पर आना चाहता हूं क्योंकि जिसके कि घर में आग लगी हुई हो वह सब से पहले अपने घर की आग बझाने की तरफ दौड़ता है, दूसरी बातों की तरफ नहीं जाता है । यह इंसान की फितरत है । मैं मराठवाडा की मांग आपके सामने रखना चाहता हूं । मराठवाडा की मांग ऐसी मांग नहीं है जिस तरह की मांग अपनी अपनी कांस्टीच्युन्सीज में रेलवे लाइनों की मांग की जाती है। मराठवाडा की यह मांग तीन पीढ़ियों से चली आ रही है। इस मांग को करते हुए कम से कम तीस साल हो गये हैं। मराठवाडा की यह लाइन निजाम ने बनायी थी। इस लाइन को ब्राडगेज में तबदील करने की बहुत लम्बी मांग है। इस के लिए बहुत से मंत्रियों ने तरह तरह की बातें कीं और लाल बहादुर शास्त्री से लेकर, गनी खां चौधरी तक यह मांग दोहरायी जाती रही है। मेरे से पहले जो मेम्बर पार्लियामेंट थे उन्होंने भी और राज्य सभा के मेम्बरों ने भी इस सवाल को उठाया था। मेरे दादा के जमाने में यह सवाल उठाया जाता रहा है । यह मांग बहुत पुरानी है। इसलिए आज वहां के लोग एजीटेशन करने पर मजबूर हुए हैं और बरा बर उनमें यह भावना घर करती जा रही है कि उनकी एक जायज मांग को ताक पर रखने की साजिश की जा रही है।

यह लाइन हैदराबाद स्टेट के निजाम ने बनाई थी और इसलिये बनायी थी जिससे कि लोगों को अलग रखा जाये और उनमें इण्डियन यूनियन में जो लोकतंत्र और डेमोक्रेसी के जज्बे हैं, उन तक वे न पहुंचने पायें। इसके लिये मराठवाड़ा के लोग जो आन्दोलन कर रहे हैं उसको आन्दोलन के रूप में न देखें। इसके लिये यह भी न समझा जाये कि यह कोई पोलिटिक्ल प्रेशर है, या कोई पोलिटिकल असेट्स बनाने की बात चल रही है। आप यह भी न समझें कि वहां के लोग शांति भंग करने की कोशश कर रहे हैं। आप यह समझ लीजिये कि तीस साल से जो चीज दबी हुई थी, वह यकायक उभर कर नहीं आयी है। यह तीस साल से दबी हुई चीज है जो कि आज जबान पर आ गई। आप यह भी देख लीजिये कि इस एजीटेशन के दौरान कहीं पर कोई गलती नहीं हुई है, कहीं पर कोई पथराव नहीं हुआ, किसी ने कोई लड़ाई करने की कोशिश नहीं की । उन्हें मजबूर होकर सत्याग्रह करना पड़ा है, जिससे कि आपकी तवज्जो उस तरफ जाये । आपकी नजर में अपनी मांग लाने के लिये यह करना पड़ा है। वरना जैसा कि गालिब ने कहा "खाक हो जायेंगे हम, तुमको खबर होने तक ।" हमारी कई नस्लें खाक हो गयीं हैं, इसी तरह ।

आपने इस बजट में इसके लिये एक करोड़ रुपया रखा है। अब इस एक करोड़ रुपये में से 50–60 लाख रुपया तो, जाहिर बात है कि मुलाजिमों की तनख्वाह पर ही चला जायेगा और जो लाइन तीन साल में बनाने का प्रपोजल

[श्री काजी सलीम]

है, वह लाइन दस साल में भी नहीं बन पायेगी। फिर इन दस सालों में यह मंहगाई बढ़ती जायेगी तो उसमें इस लाइन को बनाने का जो आपका एस्टीमेट है, उसमें वह पूरी भी नहीं होगी। इसलिये मेरी मांग है कि इस लाइन के लिये दस करोड़ रुपये नहीं तो कम से कम आप पांच करोड़ रुपये तो रख सकते हैं, जिससे कि वहां के लोगों के जख्मों पर कुछ मरहम लग सके।

आप देखें कि वहां के लोग किस तरह से शांतिपूर्वक रहने वाले लोग हैं। जब मैं मराठवाड़ा के लोगों का डेलीगेशन लेकर आपके पास आया और आपसे दरख्वास्त की कि आप हमें इसके लिये कम से कम पांच करोड़ रुपया दीजिये। तो आपके एक छोटे से जुमले पर कि आप इस पर गौर करेंगे, वहां तीन दिन से आन्दोलन बन्द है। आपने बड़ी मोहब्बत से हमें उम्मीद दिलाई थी और मैंने वहां जाकर स्टेटमेंट दिया कि मंत्री जी ने वादा किया है कि वे इस मसले पर ठंडे दिल से गौर करेंगे और हमको पांच करोड़ रुपया देने का उन्होंने इत्मीनान दिलाया है, उन लोगों ने अपना आन्दोलन बन्द कर दिया। मंत्री जी आपके एक छोटे से जुमले पर, आपके इत्मीनान पर, आपके भरोसे पर वे लोग बैठ गये हैं और उस दिन का इन्तजार कर रहे हैं, जिस दिन कि आप इस फ्लोर से मेरे भाषण के रेफरेंस में जवाब देंगे कि वहां की रेलवे लाइन के लिये आप कुछ न कुछ जरूर करेंगे।

इसको आप खाली मांग मत समझिये। इसमें आपका फायदा भी है। इसकी मिसाल मैं आपको देना चाहता हूं। यह जो मनमाड़ मुतखेड़ लाइन है, इस पर परली बैजनाथ थर्मल स्टेशन है। इसमें पहले 60 किलोवाट बिजली बनती थी अब 250 किलोवाट बिजली बनती है। इसके लिये सिंगारैनी से कोयला आता है। साठ लाख टन कोयला पाराबाद होता हुआ ढाई सौ किलीमीटर का रास्ता तय करके यहां पर पहुंचता है, क्योंकि यहां ब्राडगेज नहीं है। इस पर 5 साल में जितना पैसा खर्च किया गया है, इससे इस लाइन को ब्राडगेज किया जा सकता है।

इसके अलावा सबसे बड़ा टूरिस्ट सेंटर अंजता एलोरा है, जिसकी पब्लिसिटी में पूरे विश्व में हम लाखों रुपया खर्च करते हैं कि इसको देखने के लिये आयें। लेकिन जब टूरिस्ट यहां आते हैं, तो मनमाड़ में पड़े रहते हैं, उनको दूसरी गाड़ी नहीं मिलती। इसका नतीजा यह होता है कि सारे हिन्दुस्तान में जितने टूरिस्ट आते हैं उनका 10 पर सेंट भी यहां नहीं पहुंचते और वे बांबे, खजुराहो, आगरा से काठमांड़ होते हुए चले जाते हैं।

अन्त में मैं एक बात और कहना चाहता हूं। हमारे मुख्य मंत्री श्री बसंत दादा पाटिल हैं। उनके हाथ में पूरे महाराष्ट्र की नब्ज है। उन्होंने इस लाइन के लिये खासतौर से सिफारिश की है और उन्होंने अभी लैटर लिखा है मंत्री जी को कि कम से कम 7 करोड़ रुपया इसके लिये रखा जाये। मैं मंत्री जी से कहना चाहता हूं कि जिस क्षेत्र के लिये वहां का मुख्य मंत्री प्रायरिटी दे, उसको यकीनन प्रायरिटी देनी चाहिये। उसकी वजह यह है कि आपको पूरे हिन्दुस्तान के हर जिले और हर कोने की जानकारी होना संभव नहीं है। इसलिये आपको वहां के मुख्य

मंत्री की बातों पर विश्वास करके चलना चाहिये। अगर मुख्य मंत्री कहते हैं कि मनमाड़ क्षेत्र को प्रायरिटी दीजिये तो मेरा अनुरोध है कि यकीनन इस क्षेत्र को प्रायरिटी मिलनी चाहिये।

मैं आपका और अधिक समय नहीं लूंगा। आपके सिर्फ एक हमदर्दाना लब्ज पर पूरा आन्दोलन स्थगित हो गया है। मैं आपसे विनती करना चाहता हूं कि इस मांग को पूरा किया जाये मैं इसके लिये आपके घर पर दामन फैलाकर बैठने को तैयार हूं, लेकिन आप आश्वासन दीजिये और मराठवाड़ा को बचाइये। यह शांतिपूर्वक जिन्दगी गुजारने वाले लोग हैं। यहां पर कभी कोई गड़बड़ी नहीं हुई है। इनकी अपेक्षाओं को पूरा कीजिये ताकि पूरे हिन्दुस्तान की तरह यह भी उन्नति के मार्ग पर अग्रसर हो सके। यही विनती करते हुए मैं अपनी बात समाप्त करता हूं।

श्री दलसिंह भूरिया (झाबुआ): माननीय उपाध्यक्ष महोदय, सबसे पहले मैं आपको धन्यवाद देता हूं कि इस बजट सैशन में पहली बार मुझे भाषण करने का मौका दिया। मैं रेलवे बजट का समर्थन करने के लिये खड़ा हुआ हूं। हमारे देश में रेलवे, यातायात का सबसे बड़ा साधन है। अगर रेल समय से चलती है तो समझ लीजिये, हमारा देश समय से चल रहा है और रेल कभी गड़बड़ा जाती है तो देश भी गड़बड़ा जाता है। ये लोग इसका असेसमेंट करते हैं हमारे मंत्री जी ने भी कुछ किया है। (व्यवधान) मैं यह चाहता हूं कि रेलवे का तेजी के साथ विकास किया जाना चाहिये। अभी ऐसे पहाड़ी इलाके हैं, जहां खनिज और बारिश दोनों ही काफी होते हैं, वहां पर नई रेल लाइन चालू की जानी चाहिये। जिन लोगों ने आज तक रेल नहीं देखी है, अगर कहीं रेल चलती हुई दिखाई देती है तो लाखों की तादाद में देखने के लिये आते हैं। ऐसे पहाड़ी इलाकों का प्रायोरिटी पर विकास किया जाना चाहिये। जो गरीब लोग हैं वे आपका शुक्रिया अदा करेंगे और हम तो करेंगे ही।

माहू से दाहोद रेलवे लाईन मंत्री जी ने सर्वे के लिये रखी है, उसके लिये 6 लाख रुपये का खर्च बताया गया है। यह रेलवे लाईन कम्पलीटली आदिवासी एरिया के लिये हैं। गुजरात का पंचमहल डिस्ट्रीक्ट, मध्य प्रदेश का झाबुआ और धार ऐसे आदिवासी इलाके हैं, जहां प्रायोरिटीस के आधार पर 1983 में सर्वे कराकर, 1984 में काम शुरू किया जाये तो मैं समझता हूं कि यह जो डेढ़ सौ किलोमीटर की लाईन है, इसका विकास हो सकता है।

दूसरा, उन्होंने वैस्टर्न रेलवे के बारे में कहा है। गोधरा से रतलाम और मथुरा तक इलैक्ट्रिसिटी करने के लिये कहा है। बजट में इसके लिये प्रावधान बहुत कम रखा रखा है और 1983 में कम्पलीट करने के लिये कहा है, यह कन्ट्रोवर्सी वाली बात है। दिल्ली से बम्बई की ब्राडगेज लाईन है। यहां दस साल पहले जो ट्रेनें चली थीं, आज तक वहीं हैं। इन ट्रेनों में कोटा, रतलाम और बड़ौदा के बीच में जितने लोग गाड़ी के अन्दर बैठते हैं, उतने ही ऊपर भी बैठते हैं। जो गरीब लोग पटरी, पुल आदि बनाते हैं और इस देश की बुनियाद रखने वाले लोग हैं, वे ऊपर बैठकर सफर करते हैं। कई लोगों की मृत्यु वायर और ब्रिज वगैरह में अटककर हो जाती है, उनको

[श्री दलीप सिंह भूरिया]

कोई देखने वाला नहीं है । जहां रेल में ऐसी जगहों पर ज्यादा भीड़ होती है; वहां अधिक से अधिक पटरी बिछाई जायें और ट्रेनें चलाई जायें । खण्डवा से अजमेर के बीच चेतक एक्सप्रैस में थ्री टायर होता था, लेकिन उसको खत्म कर दिया गया । यह छोटी लाईन है । इसमें इन्दौर से लेकर आगे तक काफी साऊथ के लोग मिलते हैं । इस ट्रेन के बन्द होने से लोगों में काफी आक्रोश है और काफी असुविधा का सामना करना पड़ रहा है, इसको फिर से चालू किया जाये । 111 – 112 डाउन भोपाल से अहमदाबाद चलती थी, उसको इन्होंने रतलाम तक कर दिया । पश्चिमी मध्य प्रदेश के जो लोग राजधानी भोपाल तक जाते थे, वे नहीं जा सकते हैं । मैं चाहता हूं कि इस ट्रेन को भोपाल तक बढ़ाया जाना चाहिये । जिस जगह से ज्यादा शोर होता है, वहां तो रेल चला देते हैं, इनको खुद यह देखना चाहिये कि कहां से रेल रोकने और चलाने में फायदा है ।

अगर यह बात देखेंगे तो रेलवे को काफी लाभ होगा । माननीय केदार पाण्डे जी जो यहां बैठे हुए हैं, भोपाल में कहा, कि हम सांची एक्सप्रैस चलायेंगे । पता नहीं मध्य प्रदेश के लोगों ने क्या गुनाह किया जो आज तक यह गाड़ी नहीं चलाई गई ? हमारे भूतपूर्व रेल मंत्री पाण्डे जी ने घोषणा की थी, मैं वर्तमान रेल मंत्री जी से कहूंगा कि सांची एक्सप्रैस को चलाया जाये इससे मध्य प्रदेश के लोगों को काफी लाभ होगा और घोषणा की पूर्ति भी होगी ।

इसी तरह बांसवाड़ा–रतलाम लाइन राजस्थान और मध्य प्रदेश को जोड़ती है। इस रेलवे लाइन का प्राइमरी सर्वे पहले हुआ था । मैं चाहता हूं कि आदिवासी क्षेत्रों को अगर जोड़ना है, तो आदिवासी क्षेत्रों में नई लाइनों को डालना चाहिये, इससे मध्य प्रदेश, गुजरात और राजस्थान को लाभ होगा । इसलिये इस नई रेल लाइन का फिर से सर्वे किया जाना चाहिये ।

मंत्री जी ने घाटे का बजट रखा है । मेरा निवेदन है कि अगर आप चोरियों को, जो रेलवे में होती हैं, रोक दें तो रेल विभाग को काफी आमदनी होगी और घाटे का बजट सरपल्स में हो जायेगा । यह चोरियां जी०आर०पी० और आर० पी० एफ० के आपसी झगड़े के कारण होती हैं । यदि सी०आर०पी० आपके अधीन हो जाये तो चोरियों में काफी कमी हो जायेगी ।

इसी तरह जो डिविजन आपने बना रखे हैं, यह भी आपस में बहुत झगड़ते हैं । मुझे अनुभव है कि भोपाल सब-डिविजन से सेन्ट्रल रेलवे का और रतलाम वैस्टर्न रेलवे का डिविजन है । 14 दिसम्बर को भोपाल डिविजन से मुझे रतलाम वैस्टर्न साबरमती एक्सप्रैस से आना था और मेरा टिकट कनफर्म्ड था । क्योंकि वह गाड़ी वैस्टर्न रेलवे की थी, जानबूझ कर हमें सीट नहीं दी । जिसके कारण मुझे खड़े-खड़े सफर करना पड़ा । जानबूझ कर वैस्टर्न रेलवे की जो गाड़ी आती है उसको आउटर सिग्नल पर खड़ी रखते हैं । इस प्रकार से आपस के विवादों को अगर नहीं निपटायेंगे तो मुसाफिरों को बड़ी परेशानी होती रहेगी और गाड़ियां भी समय से नहीं चल पायेंगी ।

हमारा जो पहाड़ी आदिवासी इलाका है, जहां आज तक गाड़ी नहीं चली है उन एरियाज का अधिक से अधिक सर्वे

कराया जाये, ताकि वहां के कमजोर लोगों को रेल का लाभ मिल सके। और उनकी उन्नति हो सके। यह पहाड़ी और पिछड़ा क्षेत्र चाहे यू० पी०, उड़ीसा या हिमाचल कहीं का हो, उनके विकास के लिये रेल आवश्यक है।

इसी तरह से बिहार में जोगवानी से कटिहार जो मीटर गेज लाइन है, उसको ब्राड गेज में किया जाना चाहिये।

इन शब्दों के साथ में आप को धन्यवाद देता हूं और रेल बजट का समर्थन करता हूं।

श्री छांगुर राम (लालगंज): उपाध्यक्ष महोदय, मैं आपका आभारी हूं कि आपने मुझे बोलने का समय दिया। हमारे बहुत से माननीय सदस्यों ने कहा है कि यह बात भी सही है कि हमारे देश में माल ढोने के लिये और यात्रियों के आने-जाने के लिये.....

रेल सबसे बड़ा साधन है। अगर ठीक ढंग से रेलें चलने लगें, तो हमारे देश में ऐसी समस्यायें अपने आप हल हो जायेंगी, लेकिन हमारे देश का रेल विभाग आज दयनीय दशा में है। इसका खास कारण यह है कि हमारे देश में रेल की पटरी से लेकर डिब्बे, ईंजन सब पुराने हैं। यह सब इतने पुराने हैं, जितना पुराना रेल विभाग है।

आज के वैज्ञानिक युग में दुनिया के बहुत से देश ऐसे हैं जहां आधुनिक ढंग की रेल पटरियों से लेकर ईंजन तक नये-नये ढंग के निकल चुके हैं। जापान में 600 किलोमीटर की रफ्तार से चलने वाली गाड़ियां निकल चुकी हैं लेकिन हम वही पुराना तरीका इस्तेमाल करते हैं, वही पुराना सामान इस्तेमाल करते हैं, जिसके कारण आज रेल दुर्घटनायें हो रही हैं। आने-जाने में ज्यादा समय लगता है और यात्रियों को कठिनाई होती है। मैं चाहूंगा कि मंत्री महोदय इस पर विचार करें, रेल की पटरी से लेकर ईंजन तक सबका आधुनिकीकरण करें ताकि देश की जनता को सुविधा मिल सके।

माननीय रेल मंत्री जी ने रेल में सुविधाओं के सम्बन्ध में जो जिक्र किया है, अगर उनकी बात मान भी ली जाये कि हमारी देश में कुछ रेलवे लाइनें, जो लम्बी दूरी की हैं, उसमें सुविधा है, वह ठीक ढंग से चल भी रही हैं, लेकिन यह कितनी गाड़ी हैं? थोड़ी सी हैं। उनको अगर छोड़ दिया जाये तो सारे देश में सारी रेलवेज की क्या हालत है?

हम और जगह का उदाहरण नहीं देना चाहते। हमारे बहुत से माननीय सदस्यों ने कहा है, आप यहां दिल्ली स्टेशन पर ही चले जाइये। जो गाड़ियां यहां से पूरब साइड की ओर जाती हैं, आम लोगों को बैठने की कहां जगह मिलती है? लोग गाड़ियों की छतों पर बैठकर जाते हैं। जाड़े में ठंडी हवा से ऊपर से गिर जाते हैं और मर जाते हैं। यह घटनायें होती हैं।

इसके अलावा भी कुछ और स्टेशनों पर चले जाइये, वहां आप देखेंगे कि पैसेन्जर्स काफी कठिनाई में रहते हैं। उनके बैठने का वहां कोई स्थान नहीं है। इस देश में बहुत से प्लेटफार्म ऐसे हैं जो बिल्कुल खुले हुए हैं। बहुत से स्टेशनों

[श्री छांगुर राम]

पर पीने का पानी नहीं है, खाने का सामान और चाय तक नहीं है। आज उनकी हालत यह है कि वहां कोई बैठ नहीं सकता।

स्टेशनों पर शौचालयों की स्थिति बहुत गन्दी है, वहां सफाई की कोई व्यवस्था नहीं है। आप चले जाइये और देखिये। हो सकता है कि आपको ऐसे स्टेशनों पर जाने का मौका न मिलता हो, नहीं तो आप स्वयं महसूस करते कि उनकी सफाई की क्यों व्यवस्था नहीं है।

स्टेशनों पर पूछताछ कार्यालय हैं, रिजर्वेशन आफिस हैं, यह सही ढंग से काम नहीं कर रहे हैं। मेरा अनुरोध है कि इन सब बातों पर विचार करके इनमें तत्काल सुधार की जरूरत है।

आपने कहा है कि हमने कुछ नई रेल लाईनें बनाई हैं। सही है आपने बनाई हैं, लेकिन इससे क्या फायदा हुआ। रेल लाइन आपने नई बना दी है, लेकिन उन पर गाड़ी और ईंजन कौन से चलाते हैं, डिब्बे कौन से इस्तेमाल करते हैं, वही पुराने डिब्बे होते है, किसी गाड़ी से दो डिब्बे निकाल लिये और किसी से चार निकाल लिये और कहीं से पुराना ईंजन लगाकर आपने कह दिया कि नई गाड़ी चलाई है। जो नई गाड़ी आप चलाते हैं, उसका होता क्या है? हमारे पूर्वी क्षेत्र में गोरखपुर से लखनऊ आने वाली गाड़ी या दूसरी तरफ से लखनऊ आने वाली गाड़ी को 5 घंटे लगते थे लेकिन आपने नई लाइन पर जो पुरानी गाड़ी चला दी है, उसको 6 और 7 घंटे लगते हैं। आने जाने में जो कठिनाई होती है, वह तो है ही। मैं चाहूंगा कि अगर आप नई लाइन चलाते हैं तो नये डिब्बे और नई लाइनें बनायें जिससे लोगों को सुविधा मिले। अब 5 घण्टे के बजाय 6, 7 घण्टे में यात्री पहुंचता है तो ऐसी गाड़ी का क्या फायदा? मैं चाता हूं कि इस पर आप पुनर्विचार करें।

सरकार इस सदन में और इस सदन के बाहर हमेशा पिछड़े क्षेत्रों को आगे बढ़ाने की बात करती रहती है, पिछड़े जिलों को भी आगे बढ़ाने की बात करती रहती है, पिछड़े जिलों को भी आगे बढ़ाने की घोषणा करती है। मैं इसका स्वागत करता हूं। जो भी इलाके और जिले पिछड़े हुए है उनको दूसरों के मुकाबले में लाने के लिए प्राथमिकता दी जानी चाहिए। इस संबंध में मैं रेल मंत्री का ध्यान पूर्वी उत्तर प्रदेश के कुछ हिस्सों की ओर दिलाना चाहता हू। आजमगढ़ बलिया गाजीपुर और जौनपुर बहुत पिछड़े हुए जिले हैं। शाहगंज की छोटी लाइन आजमगढ़ मऊ होते हुए बलिया तक जाती है। पहले हम इसको ओ टी आर कहा करते थे। इस छोटी लाइन को बड़ी लाइन में बदलने का प्रस्ताव स्वीकार कर लिया गया था। मैं चाहूगा कि इस योजना पर कार्य शुरू कर दिया जाए क्योंकि इस परिवर्तन से इन तीन-चार जिलों का अगले दस सालों में बड़ा डेवलपमेंट हो जाएगा। वह बड़े शहरों से जुड़ जायेंगे, उद्योगीकरण में प्रगति होगी तथा व्यापारियों को भी काम करने की सुविधा बढ़ेगी।

किराए की वृद्धि के संबंध में कई माननीय सदस्यों ने यहां पर अपने विचार प्रकट किए है। मैं भी उनके विचारों से सहमत हू कि सेकेन्ड क्लास पर जो किराया बढ़ा है उस सेकेंड क्लास में अधिकतर वही लोग चलते हैं जिनके पास ज्यादा पैसे नहीं है। फर्स्ट और एअरकण्डीशन क्लास में चलने वालों के पास पैसा है तो

वे पैसा देकर उसमें यात्रा कर सकते हैं। लेकिन जहां तक सेकेंड क्लास का संबध है, आप जानते हैं, लाखों लोग रोजी-रोटी की तलाश में अपने परिवार को गांव में छोड़कर दिल्ली, कलकत्ता, बम्बई, अहमदाबाद जाते हैं। आपके बढ़े हुए किराए दे पाना उनकी शक्ति के बाहर की बात है। मासिक पासेज पर भी कौन लोग चलते हैं? उदाहरण के लिए बम्बई में अल्प वेतन भोगी कर्मचारी जो शहर में महंगा मकान नहीं ले सकते हैं वे दूर के इलाकों में सस्ता मकान लेकर रहते हैं और वहां से रोज आते-जाते हैं। मैं समझता हूं देश के 80 फीसदी लोग इस भार को बरदाश्त करने की स्थिति में नहीं है। इसलिए इसपर भी आपको पुनर्विचार करके राहत देनी चाहिए।

एक बात की और मैं आपका ध्यान और आकर्षित करना चाहूंगा। रेल विभाग के जो उच्चाधिकारी हैं या जो रेलवे बोर्ड के अधिकारी हैं उनके द्वारा नीचे के जो छोटे कर्मचारी हैं उनके साथ गलत व्यवहार किया जाता है—खासकर अनुसूचित जाति एव जनजाति के लोगों के साथ बहुत अन्याय हो रहा है। सरकार ने हरिजन एंव जनजाति के कर्मचारियों के लिए "रिजर्वेशन इन प्रमोशन" की घोषणा की थी जिसका हमने हृदय से स्वागत किया था। पूरे समाज ने इस घोषणा का स्वागत किया है। इसके लिए हम सरकार के, अहसानमद भी हैं लेकिन आज हो क्या रहा है? आज भी रेल विभाग और रेलवे बोर्ड में ऊचे पदों पर ऐसे लोग हैं जो यह चाहते हैं कि हरिजन एव जनजाति के लोगों को कोई लाभ न मिले। आपने संशोधन करके यह घोषणा कर दी है, रिजर्वेशन और प्रमोशन में, कि कोई भी सिलैक्शन ग्रेड पास करने के बाद आगे बढ़ना चाहेगा तो आपने उसके लिए 14 साल की रिस्ट्रिक्शन लगा दी है, जिससे वह आगे नहीं बढ़ सकता है। विभिन्न प्रकार के पे-स्केल्स हैं, इनमें भी राजपत्रित पोस्ट होती हैं। यदि आपने 14 साल की रिस्ट्रिक्शन लगा दी, तो कोई भी अनुसूचित जाति का आदमी वहां नहीं पहुंच पाएगा। मैं यह समझता हूं कि आपने जानबूझ कर षड्यत्र के रूप में, सुनियोजित ढंग से इस रिस्ट्रिक्शन को लगाया है ताकि उन जगहों पर अनुसूचित जाति के लोग न पहुच पायें और बाद में उन जगहों की-रिजर्व करके दूसरे लोगों को रखा जा सके। जिन जगहों के मैं पहले ही नाम ले चुका हूं, उन जगहों पर आप जांच करवा सकते है। जो भी अधिकारी इस काम को करते हैं, वे आपकी भावनाओं के विपरीत काम करते हैं। इसलिए मेरा आपसे निवेदन है कि आप इस पर पुनर्विचार करें और कम से कम इस रिस्ट्रिक्शन को हटा दें।

छठी पंचवर्षीय योजना में सरकार का लक्ष्य था कि 60 हजार किलोमीटर को बड़ी लाइन में बदला जाएगा। तीन साल तो बीत चुके हैं, केवल 34 हजार किलोमीटर को ही बदल पाए हैं यदि यही गति रही तो आप अपने लक्ष्य की प्राप्ति नहीं कर पायेंगे। इस देश के अन्दर 40 से 50 हजार तक वैगन्स बेकार हैं, जो कि मरम्मत करने के लायक हैं। चार हजार तो बिल्कुल ही बेकार हैं। मैं चाहूंगा कि सरकार को इस पर भी अवश्य ध्यान देना चाहिए। बहुत सी गाड़ियां हैं, जिनके डिब्बे बहुत ही बेकार हैं, जिनमें सफर करने में असुविधा होती है। मैं चाहूंगा कि कम से कम यात्रियों वाली गाड़ियों में अच्छे डिब्बे लगा दें, ताकि चलने वालों को सुविधा मिल सके।

हमारे बहुत से सदस्यों ने रेल दुर्घटनाओं के बारे में काफी कहा है। डिफैक्टिवों

[श्री छागुर राम]

के सम्बन्ध में भी कहा है । मैं यह कहना चाहता हूं कि बड़े गैंग्स को तो आप देख ही रहे हैं, लेकिन कुछ छोटे गैंग्स हैं, जो अधिकारियों और कर्मचारियों के साथ मिल कर इस प्रकार के काम करते हैं। मेरा मंत्री जी से निवेदन है कि उनको सख्ती से देखना चाहिए और कार्यवाही करनी चाहिए ।

इन्हीं शब्दों के साथ मैं, आपको धन्यवाद देता हू कि आपने मुझे बोलने के लिए समय दिया ।

श्री राम सिंह यादव (अलवर) : माननीय उपाध्यक्ष महोदय, मैं रेलवे मंत्री जी का धन्यवाद देता हूं, जिन्होंने साहस के साथ इस तरह का बजट पेश किया है, जो अपने आप में छठी पंचवर्षीय योजना तथा वार्षिक योजनाओं के लक्ष्य की प्राप्ति के लिए एक साहसिक कदम है । वास्तव में यह इस तरह का कदम है, जिससे हमारे लक्ष्यों की पूर्ति हो सकती है ।

आप यह जानते हैं कि हमारी छठी पंचवर्षीय योजना में रेलवे की दृष्टि से इसको रिपलेसमेंट प्लान कहा गया है । रेलवे के जितने भी ट्रक है या वैगन्स है, उन सबको रिप्लेस करने की जिम्मेदारी आपके ऊपर है । इस बारे में रेलवे रिफार्म्स कमेटी ने भी सुझाव दिए हैं । आप दो हजार करोड़ रुपए केवल रेलवे "ट्रैक के रिनोवेशन" पर और बाकी वैगन्स के रिपलेसमेंट पर खर्च करेंगे । इस दिशा में जो हमारी छठी पंचवर्षीय योजना में लक्ष्य थे, उनसे आप बहुत पीछे हैं । क्योंकि आप ने अब तक 1000 किलोमीटर का रेनोवेशन किया है, जब कि 1989 तक आप को 21-22 हजार का करना है । यही हालत रेलवे वैगन्ज की है । रिफार्म्ज कमेटी के अनुसार कुल वैगन्ज का दसवां हिस्सा बेकार है, जो काम में नहीं आ सकता है । अभी तक जिस तरह की आप की प्रगति है—आप को एक लाख वैगन्ज एक्वीज़ीशन करना था, मुशकिल से 70-75 हज़ार तक ही कर सकेंगे और उन में भी 40-50 हजार वैगन्ज सक्रेप होकर निकल जायेंगी । हमें इस दृष्टि से सोचना है कि छठी पंचवर्षीय योजना के लिए जो हमारा लक्ष्य था-रिप्लैसमेन्ट आफ वैगन्ज का—इसमें हम बहुत पीछे रह जायेंगें । इस लिये जो आप ने टैक्स लगाये हैं व सही हैं, क्योंकि बगैर टैक्स लगाये हम इन कामों को पूरा नहीं कर सकते । विरोधी दलों के जिन माननीय सदस्यों के भाषण हुए हैं सब ने टैक्स वृद्धि का विरोध किया है लेकिन सभी ने यह मांग की है कि उन की कांस्टीचूएन्सी में मीटर गेज का कन्वर्शन होना चाहिये, अधिक रेलें चलाई जानी चाहिये । इस लिये जहां तक टैक्स का सवाल है—पैसेन्जर ट्रेफिक में यह 11 परसेन्ट आता है, गुड्स ट्रेफिक में 10 परसन्ट आता है मैं समझता हूं कि इनमें से कोई ऐसा टैक्स नहीं है जिस से हमारी अर्थ-व्यवस्था पर कोई कुप्रभाव पड़ता हो । यदि आप एफिशियन्सी चाहते हैं और चाहते हैं कि हमारी रलें सही तरीके से काम करें, एम्प्लाइज़ के वैलफेअर पर पैसा खर्च हो मीटर गेज का ब्राडगज में कन्वर्शन हो, रेलवे वैगन्ज की जो हालत खराब होती जा रही है उन में सुधार आय—इन में टैक्स लगाये बगैर लक्ष्य की प्राप्ती नहीं हो सकती है ।

एक नई बात जो रेलवे मंत्रालय में आज कल चल रही है—मैं उस की तरफ भी आपका ध्यान दिलाना चाहता हूं और यह बहुत अच्छी बात है कि आप 400 मिलियन डालर का लौन वर्ल्ड बैंक से ले रहे हैं और उस से आप हाई हार्स पावर के फोटोटाइप इलैक्ट्रिक लोकोमोटिव

खरीद रहे हैं । जो एक नई टैकनालाजी वर्ल्ड में आई है, उसको आप यहां इन्ट्रोडयूस करना चाहत हैं । यह अच्छा काम है और में इसकी तारीफ करता हूं और आपको धन्यवाद भी देता हूं । लकिन मैंने यह सुना है कि रेलव मिनिस्ट्री अब इन लाइन्ज पर विचार कर रही है कि जो आपके यहां स्टीम लोकोमोटिव्ज हैं, उनके डीज़ल इज़ेशन या इलैक्ट्रिफिकेशन की तरफ़ जो आप जा रह थे उन को अब आप बेकार करार दे कर स्टाक कर रहे हैं । ऐसा नहीं होना चाहिए क्योंकि हम जिस देश में रहत हैं उसमें जो भी आज है सभी का अपना महत्व है । कभी हमारे यहां कोयले की कमी होता है, कभी डीज़ल की कमी होती है और कभी बिजली की कमी भी हो जाती है, इसलिये सिर्फ बिजली पर ही डिपण्ड करना, इस देश की आर्थिक व्यवस्था और रेल-व्यवस्था की दृष्टि से अच्छा दृष्टिकोण नहीं है । मेरा सुझाव है कि सिर्फ इलैक्ट्रिफिकेशन की तरफ़ जाना, केवल इलैक्ट्रक लोकामोटिव बनाना उचित नहीं है, आप केवल उसकी तरफ़ न जा कर जो व्यवस्था आज चल रही है वही ठोक है, उस को बदलना नही चाहिये । मैं कानता हूं कि स्टीम लोकोमोटिव कास्टली पड़ते हैं, डीज़ल भी आज कितना महगा होता जा रहा है, लेकिन बिजली की भी हमारे यहां कभी है । आज खेती के लिय भी हमकी बिजली नहीं मिल रही है । इसलिए आप बिजली पर डिपेण्ड करने के बजाय, अपने इन्जीनियर्स की दोबारा मीटिंग बलायें उनको कन्सल्ट करके सुझाव दीजिए कि अभी स्टीम इन्जिज़ को बन्द न किया जाए और तीनों तरह के इन्जिन्ज का इस्तेमाल जारी रखा जाए । हमारे यहां ऐसे बहुत से बैकवर्ड एरियाज हैं जहाँ आज भी हमारे स्टीम लोकोमोटिव ठीक काम करते हैं ।

हमारे यहां नई रेलव लाइन बनाने या मीटर गैज से ब्राडगेज में कन्वर्ट करने में काफ़ी क्षेत्रीय असन्तुलन है । उस क्षेत्रीय असंतुलन को दूर करने के लिए, खास तौर से आर्थिक और सामाजिक दृष्टि से जो बैक्वर्ड एरियाज हैं, उनकी तरफ आपका ध्यान जाना चाहिए ।

प्लानिंग कमीशन से भी मैं निवदन करूंगा कि व राजस्थान नहर की दृष्टि से भी इस बारे में सोचें । राजस्थान नहर सारे विश्व में प्रसिद्ध प्रोजक्ट है । यह स्ट्रेजिक, आर्थिक, सामजिक और ज्योग्राफिकल दृष्टि से भी बहुत आवश्यक है कि वहां के लिए आप रेलों का प्लान बनायें । उसका अपने आप में बहुत महत्व है । लेकिन आपने इसका कोई प्लान नहीं बनाया है । जब आप उस एरिये को डवलप कर रहे हैं, तो उसमें रेलों को सुविधा भी आप प्रदान करें । आप जानते हैं कि उस एरिये में इतना अन्न पैदा होगा, जो सारे हिन्दुस्तान की खाद्यान्न की आवश्यकता है, वह बहुत हद तक पूरी होगी । लेकिन वहां के लिए आपका रेलव का कोई प्लान नहीं है । वहां का अनाज मंडियों तक पहुंच सके, इसकी व्यवस्था भी आपको करनी चाहिए ।

राजस्थान का बहुत बड़ा हिस्सा पाकिस्तान से लगता है । सामरिक दृष्टि से भी वहां रेलों का बहुत महत्व है । आपने आर्म्स और एम्युनिशन वहां बार्डर पर पहुंचाने की दृष्टि से भी वहां रेलों की कमी को महसूस किया होगा । आपने लड़ाई के समय यह महसूस किया होगा कि अगर राजस्थान के बार्डर तक रेलव होती तो हम और अधिक मजबूती के साथ लड़ाई में मुकाबला कर सकते थे । उस बार्डर पर जो बार-बार हमले होते

[श्री छांगुर राम]

हैं, उन हमलों का हम और मजबूती के साथ मुकाबला कर सकते हैं। इसलिए इस दृष्टि से भी आपको ऐसे इलाके में रेल लाइनें बिछाने के लिए आपको प्रयास करना चाहिए। वहां पर रेलवे लाइन बिछाके के लिए वहां के लोगों की बहुत बड़ी मांग चली आ रही है।

अब मैं अपने क्षेत्र अलवर के बारे में निवेदन करना चाहूंगा गुजरात, हरियाणा और राजस्थान तीनों प्रदेशों के लोक सभा और राज्य सभा सदस्य आपसे मांग करते आ रहे हैं कि अहमदाबाद से दिल्ली तक की जो मीटरगेज लाइन है, जो कि 925 किलोमीटर लाइन सब से पुरानी लाइन है, उसको ब्राड गेज लाइन में जल्दी से जल्दी कंवर्ट किया जाए। अगर आप आन्दोलन की भाषा समझते हैं तो बात दूसरी है। जिस तरह से मराठवाडा में आन्दोलन हो रहा है, अगर उसी तरह का आन्दोलन आप चाहते हैं तो अलग बात है। वरना न्याय की दृष्टि से इस लाइन का कंवर्शन जल्दी से जल्दी बहुत जरूरी है क्योंकि यह लाइन गुजरात के मेहसाना, राजस्थान के अलवर और हरियाणा के रिवाड़ी जैसे बेकवर्ड एरियाज से गुजराती है और इसको ब्राडगज में कवर्ट करने से इन इलाकों का जल्दी से विकास हो सकता है। यह हमारी मांग है।

मैं 1977–78 का बजट लाया हूं। इसमें कंवर्शन आफ दिल्ली सावरमती सेक्शन इनटू ब्राडगेज के लिए दस लाख रुपये का प्रावधान उस समय रखा गया था। इसके बाद आगे यह कहा जाता है कि प्लानिंग कमीशन ने इसके लिए मंजूरी नहीं दी। इस बारे में मंजूरी लेना आपका काम है। आपको यह देखना है कि आज जयपुर एक बहुत बड़ा इंडस्ट्रियल एरिया है, अलवर जो कि मेरा क्षेत्र है, एक बहुत बड़ा इंडस्ट्रियल एरिया है, अहमदाबाद अपने आप में बहुत महत्व रखता है, इसलिए इस लाइन को ब्राडगेज में बदलना बहुत आवश्यक है यह समय की मांग है। अगर आप इसको एक साथ कंवर्ट नहीं कर सकते तो इन्स्टालमेंट में किजिए। आप धीरे-धीरे इसको कवर्ट करते जाइये जिससे कि पांच-सात साल में यह पूरी हो सके।

आपने अहमदाबाद से दिल्ली के लिये सुपर फास्ट ट्रेन इन्ट्रोड्यूस की है, यह बहुत अच्छा किया है। लेकिन आपने उसका स्टापेज अलवर में नहीं रखा है। अलवर एक इंड्स्टिल एरिया है, वहां पहले का हवाई अड्डा आज भी मौजूद है। जयपुर से दिल्ली के बीच की दूरी 300 किलोमीटर है और इस फासले के बीच कोई स्टापेज नहीं है। राजस्थान में इसके स्टापेज आबुरोड, अजमेर, जयपुर हैं। दिल्ली और जयपुर के बीच के लोग भी आसानी से इस सुपर फास्ट ट्रेन से आ सकें, उसके लिये इसका स्टापेज अलवर में भी रखना जरूरी है। अलवर एक नेशनल केपिटल रीजन का शहर है। इसकी कल्पना इसलिये की गयी है कि जिससे कि दिल्ली के आसपास की पापुलेशन दिल्ली में न आ सके। इसलिये भी इसका स्टापेज अलवर में रखना बहुत जरूरी है। रेलवे ट्रैक के चारों ओर बहुत सा एरिया बैरन पड़ा हुआ है। इसमें पेड़ लगाने की योजना स्वीकार की जानी चाहिये। आज सभी जगह पेड़ लगाने की बात की जा रही है। बीस सूत्री कार्यक्रम में भी इस बात को कहा गया है। इसलिये मेरा अनुरोध है कि इस रेलवे ट्रैक को खेती के लिये देने के बजाय वहां पर पेड़ लगवा दिये जायें। इससे रेलवे ट्रैक में जो इरोजन होता है, उसमें भी कमी आयेगी और इलाका सरसब्ज होगा।

अन्त में मैं यह निवेदन करना चाहूंगा कि रेलवे में जितने कर्मचारी काम करते हैं उनकी बहुत सी समस्याएं हैं। पहले यह

प्रावधान था कि रेलवे में काम करने वाले कर्मचारियों को सेवा के पश्चात् उनके परिवार के किसी एक सदस्य को सेवा में रखा जाता था । अब भी मैं चहाता हूं कि 5–7 परसेंट जो भी आप चाहें फिक्स कर दें ताकि जो कर्मचारी पूरी लगन से सारी जिन्दगी काम करता है उसके सामने कम से कम यह परेशानी न रहे और उसके परिवार के कम से कम एक व्यक्ति को रेलवे में सर्विस मिले । इसके लिये नियमों में प्रावधान किया जाना चाहिये ।

मैं आशा करता हूं कि रेलवे मंत्री महोदय मेरे सुझवों पर पूरी तरह से ध्यान देंगे ।

*SHRIMATI KESHARBAI KSHIRSAGAR (Bhir): Mr. Deputy Speaker, Sir, I rise to extend my support to the Railway Budget presented by hon. Railway Minister Shri Ghani Khan Chowdhury. I would like to place before the House some of the problems concerning railways faced by Maharashtra in general, and Marathwada and my constituency in particular. After becoming the Railway Minister, Shri Ghani Khan Chowdhury started a new train called "Rajdhani" which has given relief to the travelling public of my State. I congratulate the hon. Minister for starting this new train.

The people of Marathwada have been demanding certain new railway lines and track conversion of some existing railway lines in this area for the last 35 years. The people have given many representations, sent delegations and organised public meetings to ventilate their grievances. Leaders from Marathwada have met the Railway Ministers and officials from time to time but to no avail. Our genuine demands have still remained unfulfilled. The new railway lines are essential for the industrial development of this area. Unless we have a net work of railway lines in Marthwada, the progress of this area is next to impossible.

When our beloved leader Shrimati Indira Gandhi visited the drought affected Marathwada, she had assured the people that conversion of Manmad-Aurangabad-Paralia-Adilabad Section would be immediately taken up. She had also assured the conversion of Latur-Kurdwadi-Miraj Section. But still, I am sorry to say that the conversion work has not commenced. The meagre budgetary provision made so far was only Rs. 10,000 and Rs. 45,000. This itself speaks of the utter neglect of this area. As there are no railway lines, big industrial projects cannot be found viable here and as a result they are allotted to other areas. This has led to the dissatisfaction of the people of this area.

The present railway budget has allocated a small amount of Rs. 1,10,000,000 for the track conversion of Manmad-Aurangabad-Parali Section. The people, therefore, wonder whether the project would be completed in the next ten years. Beed district in Marathwada is the most backward district but there is no mention of it in the present budget. The people of this district have to travel a distance of 140 to 150 Kms. to reach the nearest railway station. One can imagine the inconvenience the people have to face due to the lack of convenient railway lines.

The 20-point programme accorded top priority to the development of rural areas. Section 371(2) of the Constitution provides for the development of this area. Still, the development of this area is completely neglected by the Government. National Council of Applied Research has accepted in its survey report that there is a vast scope for the development of

*The Original speech was delivered in Marathi.

[Shrimati Kesharbai Kshirsagar]

this area. But as there are no means of transportation and communication, no industrial project is being taken up in Beed district of Marathwada.

The Quality of agricultural goods produced by the farmers of this region is the same as that of the goods produced in the other areas of Maharashtra. But our farmers get 25 to 30 per cent less than other farmers. The reason is that we do not have the means of communication and transport required for prosperous trade.

Only 15 to 18 per cent of the people of Marathwada are engaged in industries. This shows that Marathwada is industrially backward.

In the last 35 years new railway lines of 7600 Kms. were laid in the country, 8900 Kms double lines were laid and track of 4,000 Kms. was converted into broad gauge. But Marathwada is so unfortunate that not a single new railway line was laid nor track conversion was undertaken. This has led to the agitation in Marathwada. The people of this region are convinced that unless they agitate, their demands are not going to be accepted. I don't think that people should nurture such a feeling. The agitation has spread to all the districts of Marathwada. The main demands of the people are :

(1) Ahmednagar-Beed-Parali—proposed new railya line should be surveyed immediately and included in the 6th Five Year Plan. Sufficient financial provision should made. The Government of Maharashtra has recommended the laying of this new railway line to the Central Government.

(2) There should be sufficient provision for the conversion of Latur-Kurdwadi-Miraj Section. Lakhs of people of Maharashtra visit the famous Vithoba temple of Pandharpur. The conversion of this line will give relief to the passengers.

(3) Osmanabad-Tuljapur- Aurangabad Section should be surveyed immediately

These are the genuine demands of the people of this region. I request the hon. Minister to sympathetically consider these demands.

Railway compartments are found most unclean. Poor people do not get reservation. They have to stay on railway stations for two-three days for getting reservation. The catering arrangement of railways leaves much to be desired. They serve half-cooked and tasteless food. Lady Supervisors should be appointed to oversee railway canteens. I would like to suggest that women organisations should be given chance to run railway canteens

Some of the male passengers take liquor while travelling in first class compartments. It becomes very difficult for lady passengers to travel. Their journey becomes most unsafe. Many a time women are assaulted in railway compartments. The passengers who misbehave with lady passengers should be immediately punished. Such a provision should be made in law. Four seats in first class compartment should be reserved for lady passengers. This will ensure safe travel of female passengers. If four bogies are reserved in each train for ladies, it will be safe for women to travel with their children.

If a lady passenger is assaulted by a male passenger, she cannot approach the police or go to a court of law. The members of family also do not allow ladies to take any drastic step. The society also has a different attitude towards women. Therefore, it is essential to ensure safe travel of ladies by railways. I hope that hon Minister wil take appropriate steps in this matter.

I reuqest the hon. Minister to consider demands of Marathwada region sympathetically. I thank you, Sir, for giving me an opportunity to speak on the railway budget.

श्रीमती उषा वर्मा (खेरी) : उपाध्यक्ष महोदय, आपने जो समय दिया है उसके लिये आभार प्रकट करती हूं। रेल बजट सराहनीय है और हाउस में उपस्थित लोगों ने अपने विचार व्यक्त किये हैं। यह जानकर कि भारत जैसे विकासशील देश के लिये जिसका भौगोलिक क्षेत्र 33.7 लाख वर्ग किलोमीटर है और जनसख्या 68.5 करोड़ है भारतीय रेलें देश में परिवहन का मुख्य साधन हैं जो देश में उत्तर से दक्षिण और पूर्व से पश्चिम तक फैली हुई हैं। रेलों का विकास आर्थिक और औद्योगिक विकास से संबधित है क्योंकि उनका जाल तंत्र खानों, कोयलों और तेल क्षत्रों की औद्योगिक कारखानों और बन्दरगाहों से जोड़ता है और निरन्तर देश की सेवा में व्यक्तियों तथा सामग्रियों को एक स्थान से दूसरे स्थान तक ले जाता है। ऐसी परिस्थिति में पूरे भारत में चाहे लम्बी यात्रा हो या छोटी यात्रा हो, बड़ा आदमी हो या छोटा आदमी हो रेलों की महत्ता पर ध्यान आकर्षिक करता है।

1951–52 से भारतीय रेलें अपने चल स्टाक को आधुनिक बनाती जा रही हैं, तभी से प्रयास रहा है कि रेलवे में किसी प्रकार की कमी न हो, जो आज इस क्षेत्र में उन्नति का द्योतक है तथा रेलें अपने उपयोगकत्ताओं को बेहतर परिवहन सेवा उपलब्ध कराने में लगी हुई है। मैं आपके माध्यम से मंत्री जी से कहना चाहती हूं कि रेल भाड़ा बढ़ा देने के कारण गरीब वर्ग प्रभावित होगा जो उचित नहीं है। क्योंकि हमारे देश में इसकी समस्याओं का एक मात्र समाधान सरकार के निर्देश पर ही किया जा सकता है अतः रेलों की सख्या में बढ़ोतरी की जाये और रेलें समय पर चलाई जायें।

फरूखाबाद से शाहजहांपुर मोहम्मदी गोला होते हुये लखीमपुर तक गाड़ी का चलाया जाना जरूरी है वहां पर अभी तक कोई लाइन बीच में नहीं है। इस लाइन का 3 बार सर्वेक्षण भी हो चुका है जिसको मंत्री जी ने अपने भाषण में भी कहा है, मैं उसको वरीयता देने का अनुरोध करती हूं। यह लाइन जल्दी चलवाई जाय।

इसी प्रकार से मेरा एक सुझाव है कि मेरे क्षेत्र लखीमपुर खीरी में एक छोटी लाइन है, उसको बड़ी लाइन में बदला जाये ताकि हमारी सरकार को लाभ हो सके।

गोहाटी से जो कुछ समय पहले आने वाली गाड़ी बन्द हो गई है, उसको पुनः चलाने की मैं मांग करती हूं। इसको बरेली से असम तक चलाया जाये।

24 फरवरी को रेल मंत्री जी ने निर्णय के रूप में कहा कि नई यात्री गाड़ियां शुरू करते समय उन क्षेत्रों को प्राथमिकता दी जायेगी जो अभी पर्याप्त रूप से सेवित नहीं है। प्रधान मंत्री जी के निर्देश द्वारा भी सभी स्थानों पर यातायात के साधनों में बढ़ोत्तरी की गई परंतु मैं आपका ध्यान अपने क्षेत्र लखीमपुर खीरी की ओर ले जाना चाहती हूं जो कि पिछड़ा क्षेत्र होने के कारण ध्यान रहित है जब कि यह क्षेत्र औद्योगिक क्षेत्र में काफी आगे निकल रहा है। आज लगभग इस इलाके में 40,50 राइस मिले हैं और 5 शुगर मिले हैं। इसके अलावा कोटे का काम जोरों पर है जिसमें सीमेंट, तेल आदि का वितरण एक जगह से दूसरी जगह होता है। इन मालों की सप्लाई के लिये लोगों को कानपुर व बरेली जाना पड़ता है। इस समस्या का समाधान छोटी लाइन को बड़ी लाइन में बदलने पर ही हो सकता है जिससे इसके लाभ से सरकार भी प्रभावित होगी।

उपाध्यक्ष महोदय, मैं आपके माध्यम से रेल मंत्री जी का ध्यान रेलवे कर्मचारियं

[श्रीमती उमा वर्मा]

की और भी दिलाना चाहती हूं। रेल कर्मचारी होने के नाते लोगों के रहने के लिये आवास की व्यवस्था भी हमारी सरकार को करानी चाहिये। दूसरे उनके बच्चों की पढ़ाई की ओर भी ध्यान दिलाना चाहती हूं। हमारे रेलवे की तरफ से उनको हाई स्कूल तक की शिक्षा मिलनी चाहिये। उनके स्वास्थ्य लाभ के लिये एक छोटा-मोटा हस्पताल भी होना चाहिये जिससे सभी रेल कर्मचारियों और उनके बच्चों को सुविधा मिल सके।

मेरा एक सुझाव यह भी है कि दो जिलों के बीच मे एक ट्रेनिंग स्कूल भी खोला जाना चाहिये जिससे जो पढ़े-लिखे बच्चे हैं, उनको ट्रेनिंग दी जा सके और हमारी रेलों को चलाने के लिये भी योग्य व्यक्ति मिल सकें और ज्यादा से ज्यादा लोगों को रोजीरोटी दी जा सके। इन सब कार्यों को करने के लिये मैं रेल मंत्री जी को धन्यवाद देना चाहती हूं और उनका स्वागत करती हूं।

श्री कृष्ण दत्त सुल्तानपुरी (शिमला): आदरणीय उपाध्यक्ष महोदय, रेल मंत्री ने जो बजट सदन में रखा है, इसके लिये मैं उनको बधाई देता हूं और चंद बातें इसलिये कहना चाहता हूं कि समय का अभाव है। मैं मुख्तसिर कुछ बातें कहकर अपना स्थान लूंगा।

जितनी हमारी रेलवे की नई स्कीमें हैं या पुरानी स्कीमें हैं, वह योजना आयोग में चली जाती हैं और वहां जाकर उनको मंजूरी कहीं नहीं होती है। इसके लिये एक बड़ी अच्छी बात यह होगी कि रेल मंत्री को उसका सदस्य बनाया जाये। एक रिस्पौंसेलिटी भी फिक्स होनी चाहिये कि कितने दिनों में वहां से रेलवे का काम जारी करने के लिये पैसा हमारे बजट में आता है। हमारे बजट में आता है कि यह लाइन बिछ गई और इसके द्वारा इतने लोगों को राहत मिल गई लेकिन वास्तव में ऐसा होता नहीं है। आजादी के बाद हमारे हिमाचल प्रदेश में एक फुट रेलवे लाइन भी नहीं बनाई गई है। तिब्बत और चीन का बोर्डर हिमाचल प्रदेश के साथ लगा हुआ है। इतने अधिक फल, सेब और आलू वहां पर पैदा होते हैं लेकिन उसको मार्केट में लाने की कोई सुविधा नहीं है। सरकार गरीबों की बात करती है इसलिए उसे हिमाचल प्रदेश के लोगों को, जोकि एक सोल्जर की तरह से काम करते हैं, सही मायने में फायदा पहुंचाने के लिए काम करना चाहिए। मैं मंत्री जी को बधाई देना चाहता हूं कि उन्होंने बहुत अच्छे कार्यक्रम चलाए हैं। उन्होंने रेलवे बोर्ड का पूरा पोस्टमार्टम कर दिया है। हमें पूरी आशा है कि वे भ्रष्ट आदमियों का मुकाबला करने में कामयाब होंगे और रेलवे बोर्ड सही प्रकार से काम कर सकेगा रेलों में समय का पालन होगा और डिसिप्लिन भी आयेगा हम जानते हैं कि पिछली सरकार ने क्या क्या किया। कालका से शिमला जो छोटी लाइन है वहां पटरी की जमीन एलाट कर दी गई। कहा यह गया कि उसमें वे दरख्त लगायेंगे लेकिन मैं आपको बताना चाहता हूं कि जितने दरख्त हिमाचल में लगे हैं—आप कालका से शिमला जायें या पठानकोट से जोगिन्दर नगर जायें—आप देखेंगे कि वहां विरोजा निकाला जा रहा है, कोई निगरानी नहीं है। मैंने इस संबंध में जब रेलवे से पूछ-ताछ की तो उन्होंने कहा कि पता ही नहीं यह दरख्त किसके हैं। मैं चाहूंगा इसकी पूरी जांच होनी चाहिए।

इसके आलावा हिमाचल प्रदेश से जो सब्जी व फल वगैरह दिल्ली आते हैं उनकी बुकिंग अगर तीन-चार दिन

भी लेट हो जाती है तो वहां के लोग हमारे खिलाफ हो जाते हैं वे कहते हैं कि यह मेंबर पार्लमेंट हमारे लिए कुछ नहीं करते । हम लोग आपसे कहते हैं कि कुछ करिए लेकिन आप भी बेबस हैं क्योंकि अधिकारियों पर आपका कंट्रोल नहीं है। इस बारे में आपको गम्भीरता से विचार करके आवश्यक कदम उठाने चाहिएं ताकि जनता को राहत मिल सके । आप जानते हैं कि शिमला से आगे कोई रेलवे लाइन नहीं है। तिब्बत के बोर्डर तक जो बसें चलती हैं उनमें रोज एक्सीडेंट होते हैं। यहां पर माननीय सदस्य मध्य प्रदेश और राजस्थान वगैर राज्यों में ब्राडगेज बनाने की मांग करते हैं । यहां से जो छोटी लाइन उखाड़ी जाए उसको आप हिमाचल में लगा सकते हैं । आपको पता है कि रोपड़ से सन् 1926 में एक लाइन बिछाई गई थी, जिसका बाकायदा ट्रैक बना हुआ है और रास्ता है लेकिन उस पटरी को उखाड़ लिया गया। जब माननीय कमलापति त्रिपाठी जी रेल मंत्री थे तब मैंने उनको चिट्ठी लिखी थी कि वहां की लाइन उखाड़ी गई या नहीं तो उन्होंने उत्तर दिया कि बिल्कुल ठीक है, लाइन उखाड़ी गई थी।

मैं आपसे यह कहना चाहता हूं कि जो अंग्रेजों के जमाने में रेल लाइन बनी थी, उसी को दे दें। मैं आशा करता हूं कि सरकार इस पर जरूर ध्यान देगी। नालीगढ़ में उद्योग काफी पनप रहा है। सोलन जिले के अन्दर हमने परमाणु तक रेलवे की मांग की है। भूतपूर्व रेलवे मंत्री श्री कमलापति त्रिपाठी जी ने सदन में कहा था कि हम परमाणु तक रेलवे लाइन देंगे, लेकिन आज तक कुछ नहीं हुआ। सर्वे होते हैं, लेकिन कुछ काम नहीं होता है। इसी तरह से वहां पर सीमेंट का उत्पादन होता है, उसके लिये भी हमने रेलवे की मांग की, सर्वे हुए हैं लेकिन अभी तक इस दिशा में भी कुछ नहीं हुआ है। मैदानी क्षेत्रों में जो लोग काम करते हैं, उनको बहुत ही मुश्किलों का सामना करना पड़ता है। पहले तो उनको सस्ता अनाज मिलता था, वर्दी मिलती थी, क्योंकि उनको बर्फ में काम करना पड़ता है। मैं माननीय मंत्री जी से कहना चाहता हूं कि उनकी समस्याओं को आपको शीघ्र ही देखना चाहिये और उनका समाधान करना चाहिये, ताकि वे अच्छी तरह से काम कर सकें। मैं यह भी कहना चाहता हूं कि वहां की सभी बड़ी गाड़ियां बन्द कर दी गई हैं और बसों की सुविधा होने से रेलवे के वैगन्स भी ठीक से नहीं चलते हैं। पहाड़ के लोगों को सुविधा देने के लिये हिमाचल एक्सप्रेस एक गाड़ी चलती है, जोकि नीचे-नीचे क्षेत्रों में जाती है। मैं आपसे कहना चाहता हूं कि जब आप किसी प्रदेश का नाम रखते हैं, तो कम से कम वह गाड़ी उस प्रदेश के अन्दर तक तो जानी चाहिये। कालका हावड़ा मेल भी सवेरे छः बजे से कलकत्ता के लिये रवाना हो जाती है, इस के अलावा वहां से और कोई गाड़ी नहीं है। बम्बई के लिये भी वहां से कोई गाड़ी नहीं है। मैं आपसे मांग करता हू कि बम्बई के लिये भी वहां से आप कोई गाड़ी चलाइये।

गाड़ियों में डब्ल्यू० सी० का अच्छा इन्तजाम नहीं है। फर्स्ट क्लास तक में भी सफाई नहीं होती है। हिन्दुस्तान की जनता सेकेण्ड क्लास के साथ फर्स्ट क्लास में भी सफर करती है, इसलिये दोनों डिब्बों में ही डब्ल्यू०सी० की सफाई की ओर आपको ध्यान देना चाहिये। एक बार मुझे राजधानी से बम्बई जाने का मौका मिला।

[श्री कृष्ण दत्त सुल्तानापुरी]

एक कमेटी का मैम्बर होने के नाते, मैं बम्बई गया। मैंने उस गाड़ी में देखा कि जाते वक्त तो बहुत बढ़िया खाने-पीने की खातिरदारी हुई, लेकिन वापिस आते वक्त खाना बिल्कुल भी अच्छा नहीं था। मेरा मंत्री जी से निवेदन है कि इन छोटी-छोटी बातों पर अधिक ध्यान देना चाहिये इससे लोगों के मन पर काफी अच्छा प्रभाव पड़ता है। अपोजिशन के लोगों को तो सिर्फ खिलाफ ही बोलना है। इन लोगों का कोई कार्यक्रम नहीं होता है। कोई प्रैक्टिकल सुझाव नहीं दिया जाता है। मंत्री जी ने बहुत ही अच्छा बजट सदन में पेश किया है। प्लानिंग कमीशन में कोई भी स्कीम न रुके, इसके लिये आपसे अच्छा ताल-मेल होना चाहिये। यदि यहां पर स्कीमों को पास नहीं किया जाता है और कुछ काम नहीं होता है, तो यहां पर सिर्फ भाषण देने से कुछ नहीं होगा। भाषण देकर हम घर को चले जायेंगे, लेकिन उससे देश की जनता पर क्या असर पड़ेगा। ईस से कोई फायदा नहीं है। ढाई सालों में मैंने यह देखा है कि जो मांगें हम यहां पर रखते हैं, उन पर सही तरीके से गौर नहीं किया जाता है। यह ठीक है कि जितना हमारे पास पैसा है, उसी के मुताबिक काम किये जा सकते हैं, फिर भी योजना आयोग को बहुत ज्यादा बन्दिश नहीं लगानी चाहिये। हमारे योजना आयोग का फायदा तब ही है जब वह ऐसी योजना बनाये, जिससे सारा देश खुशहाल हो सके।

मैं आपका धन्यवाद करता हूं, आपने मुझे बोलने का मौका दिया।

श्री गुलाम मोहम्मद खां (मुज्जफर-नगर) : डिप्टी स्पीकर साहब, मैं आप का बहुत आभारी हूं, आपने मुझे बोलने का मौका दिया। मैं सब से पहले रेल बजट पर थोड़ी रोशनी डालना चाहता हूं। इसमें कोई शक नहीं, रेल बजट बहुत अच्छा आया है, तारीफ के काबिल है। मगर मैं इसकी तारीफ तब करूंगा जब अगले साल का बजट आयेगा और उसमें हम देखेंगे कि इन्होंने कहां तक अपने टारगेट्स को एचीव किया है। बच्चा पैदा होते ही कहने लगे कि जवाहर लाल नेहरू बनेगा, ऐसी बात नहीं है। पहले देख लें कि ये क्या करके दिखलाते हैं। बजट अच्छा है लेकिन यह तारीफ के काबिल तब ही होगा जब कि इन्होंने बजट में जो टारगेट्स रखे हैं, जो खर्च रखे गये हैं, उन्हें पूरा करके दिखला दें, नई रेलवे इलाइनें बिछाने का काम करके दिखला दें।

श्री एम० रामo गोपाल रेड्डी : पूरा फायदा मिले।

श्री गुलाम मोहम्मद खां : पूरा फायदा मिले, तब ही उसकी तारीफ होगी। चौधरी साहब बहुत मेहनती आदमी हैं, हिम्मत वाले मालूम होते हैं, रेलवे बोर्ड से टक्कर लेने को तैयार हो गये। मैं इस मौके पर चन्द सुझाव देना चाहता हूं। जो रूपया बजट में रखा है, उतना ही पास होगा, न घटेगा और न बढ़ेगा, लेकिन बहस का इतना असर जरूर होता है कि तरीके-कार से सिलसिले में या रुपये के इस्तेमाल के सिसिले में अगर कुछ कहा जाता है तो कभी-कभी मंत्री जी कुछ तब्दीलियां मान लेते हैं। मैंने यह भी देखा है कि कुल बजट के मुकाबले कभी-कभी 23 परसेन्ट, 18 परसेन्ट, 11 परसेन्ट, 6 परसेन्ट के रेलवे बजट आते रहे हैं, और इस दफा यह कुल बजट का 5.23 परसेन्ट है। फिर भी इसमें इतनी गुंजाइश मौजूद है कि अगर रुपये का सही इस्तेमाल किया जाये, तो इससे वे तमाम काम पूरे हो सकते हैं। लेकिन ऐसा

होता नहीं है — मैं रेलवे के बहुत करीब ही रहता हूं और मेरा तर्जुबा यह रहा है कि रकम का 45 परसेन्ट अधिकारी और दूसरे लोग खा जाते हैं। मेरे पास इसके सुबूत हैं, अगर आप मागेंगे तो मैं सुबूत भी पेश कर दूंगा। मेरे पास इसका डम्प पड़ा है, —इनके कर्मचारी , अधिकारी सब मिल कर 45 परसेन्ट खा जाते हैं, कोयला बिकता है, लोहा बिकता है, लकड़ी के स्लीपर्स की बैगन्ज आती हैं, सब बिक जाती हैं, इस चोरी से कितनी आमदनी होती है, उसमें सबका परसेन्टेज मुकर्रर है। किसी का 5 परसेन्ट, किसी का 10 परसेन्टे, किसी का 20 परसेन्ट, सबमें बट जाता है। जब खेत को बाड़ खाना शुरू कर दे, तो खेत में पैदावार कहां से होगी। अगर इस चोरी को मंत्री भी रोक सकें और रुपये का सही इस्तेमाल हो सके तो हिन्दुस्तान की तारीख में उनका नाम सुनहरी अल्फाज में लिखा जायेगा, वरना जैसे और रेल मंत्री आते रहे हैं, दावतें और मीटिंग्स होती रही हैं, फिर जाते रहे हैं, उसी तरह आप भी चले जायेंगे।

मैं 1977 से तर्जुबा कर रहा हूं— जो भी मिनिस्टर आते रहे हैं, यही कहते रहे हैं कि हम यह करेंगे, वह करेंगे, गाड़ियां फास्ट चलायेंगे, लेकिन कामयाब नहीं हुए। इसकी वजह यह है कि हमारे अफसर इतने छा गये हैं कि वे किसी की नहीं सुनते हैं। पं जवाहर लाल नेहरू के जमाने में, मुझे याद है, जो एम पी० होते थे, उन्हें रेलवे का आनरेरी इन्सपैटर कहते थे। जब कभी किसी एम०पी० ने पंडित जी को कोई खत लिख दिया, चाहे वह अपोजिशन का हो या ट्रेजरी बेन्चेज का हो, पंडित जी ने हमेशा उस खत को वजन दिया, उस पर एन्कवायरी कराई। लेकिन आज खत की कीमत क्या है — पहले आप के आफिस को खत लिखो, मैंने मिनिस्टर साहब को खत लिखा था कि यह किसानों की मांग है। मिनिस्टर साहब ने उस खत को डी० आर० एम० को भेज दिया था। जब मैं डी० आर० एम० से मिला तो मुझसे कहा गया कि मिनिस्टर के यहां से तो चिट्ठियां आती रहती हैं। मैंने उनसे कहा कि यह किसानों की मांग है। लेकिन उनका जब मैंने यह जबाब सुना तो मुझे बड़ा गुस्सा आया और मैं वहां से चला आया। मैं किसानों का काम लेकर उनके पास गया था। यह हालत आपके महकमे में है। हम चिट्ठी भेजते हैं, उसकी कोई रसीद तक नहीं मिलती। डी० आर० एम० आफिस में हमसे यह कहा जाता है कि आप लोगों के कहने से हम किसी का ट्रांसफर नहीं करेंगे, न कोई और बात करेंगे, क्योंकि हमें रेलवे सेक्रेटरी ने सरकुलर में यह आदेश दिये हुए हैं। आप इन बातों को देखें।

एक मेरी गुजारिश यह है कि अगर आप रेलवे में से चोरी का खातमा कर दो तो इस देश का भी बहुत भला हो, और इस देश के अवाम का भी बहुत भला हो। मैं इसे सबसे बड़ी बात समझता हूं।

मेरे दोस्तों ने एक बात की बड़ी तारीफ की है कि बजट बहुत अच्छा आया है, रेलवे यातायात का सबसे-बड़ा साधन है और इस पर हमारी इकोनामी निर्भर करती है। इस बारे में मैं एक बात कहूंगा कि आपने इसके इतने किराये बढ़ा दिये हैं कि कहीं ऐसा न हो कि हमारी इकानोमी ही लड़खड़ा जाये, कहीं हमारा यातायात का सबसे बड़ा साधन छोटा साधन न बन

[श्री गुलाम मोहम्मद खां]

जाये । अब रेलों के इतने किराये हो गये हैं कि लोग अब अपना सामान ट्रकों में ढोना शुरू कर देंगे । लोग बसों से सफर करना शुरू कर देंगे । जब माल भाड़ा और रेल किराया ट्रकों और बसों से ज्यादा होगा तो लोग ऐसा करेंगे ही । मुझे डर है कि इससे कहीं आपकी इकानामी फेल न हो जाये । रेलवे जो आपका सबसे बड़ा साधन है, वह कहीं नीचे न आ जाये । आपने जो इसके इतने किराये बढ़ा दिये हैं, उससे गरीबों पर बहुत बोझ पड़ेगा, इसलिये इसके बारे में भी आप सोचें ।

एक छोटी सी बात मैं और कहना चाहता हूं । रेलों में मरम्मत पर यह तो दिखा दिया जाता है कि मरम्मत हो गई, लेकिन काम नहीं होता है । यह मेरा अपना तर्जुबा है कि जो कोचेज और वेगेन्स आपस में स्मैश कर जाते हैं, पटरी से उतर जाते हैं , उनकी हालत ठीक नहीं होती है । उनके बारे में इन्सपेक्टर जाली रिपोर्ट लिख देते हैं कि वे ठीक हैं और पैसेंजर को ले कर जा सकते हैं । आप इस बात को गहराई से देखें और इस तरह से होने वाले एक्सीडेंटों को रोकें ।

एक्सीडेंट्स के बारे में मेरा दूसरा सुझाव है कि जब कभी एक्सीडेंट होते हैं तो आप किसी को सस्पेंड या डिसमिस कर देते हैं । वह हाई कोर्ट से जीत कर आ जाता है और आठ साल के बाद आपसे पूरा पैसा लेकर लखपति बन जाता है । लखपति होने के बाद वह सोचता है कि एक एक्सीडेंट वह और क्यों न कर दे, जिससे वह दो लाख का मालिक हो जाये । इसको भी आपको कंसीडर करना चाहिये जिससे कि इस तरह से होने वाले एक्सीडेंट भी रुक जाएं ।

एक बात मैं और कह दूं । हमारे यहां मिनिस्टरों को एक महकमे से दूसरे महकमें में बहुत जल्दी जल्दी तबदील किया जाता है । जब मैंने खेती करना सीखा तो मुझे खेती का काम सीखने में दो साल लग गये । एक मिनिस्टर छह महीने में अपने महकमे का काम कैसे सीख पाता होगा, यह मुझे मालूम नहीं । इसलिये मेरा कहना है कि किसी भी मिनिस्टर को अपने महकमे में पांच साल तक रखा जाये । अब चौधरी साहब जब तक अपने महकमे का काम सीख पायेंगे, तब तक उन्हें दूसरे महकमे में भेज दिया जायेगा । मेरा अपना तर्जुबा है कि कितने साल एक काम को सीखने में लगते हैं ।

मैं अब अपने इलाके की बात करता हूं, मुरादाबाद की जहां से मैं एम० पी० चुन कर आया हूं । वहां पर जगह अलीगढ़ है । अलीगढ़ से चंदौसी होते हुए बरेली तक तकरीबन 200 किलोमीटर दूरी है और इस रास्ते पर कोई फास्ट ट्रेन नहीं है । जब मैं आता हूं तो मुझे सिर्फ चंदौसी से 185 किलोमीटर के लिए 12 घंटे लग जाते हैं । मैं सोचता हूं कि अगर पैदल चलूं तो 18 घंटे में दिल्ली पहुंच जाऊंगा । तो मेरा सुझाव यह है कि एक फास्ट ट्रेन अलीगढ़ से मोड़कर चंदौसी बरेली कर दीजिए । यह तो सौ किलोमीटर का क्षेत्र

है और यहां पर करीब एक करोड़ आदमी रहते होंगे। यहां पर बहुत सी मंडियां भी हैं। इससे यहां के लोगों को बहुत लाभ होगा।

इतना कहकर मैं अपनी बात समाप्त करता हूं।

MR. DEPUTY-SPEAKER : Mr. Mool Chand Daga.

Every one will get his chance. There are only three or four. Please wait. All of you will be called. I hope, Mr. I complete his speech within ten minutes.

श्री मूलचन्द डागा (पाली) : उपाध्यक्ष महोदय, माननीय मंत्री महोदय ने जो विभाग की सही तस्वीर रखी है इसके लिए वे बधाई के पात्र हैं।

मैं कुछ सुझाव देना चाहता हूं, समय बहुत कम है। मैं यह कहना चाहता हूं कि देश का सबसे बड़ा पब्लिक अंडरटेकिंग जिसमें 8160 करोड़ रुपया लगता है और 18 लाख लोग जहां काम करते हैं और वर्ल्ड बैंक से जो पैसा मिलता है उस पर 11 परसेंट इंटरेस्ट देना होता है, उसके लिए आज हिन्दुस्तान की 68 करोड़ जनता पूछ सकती है कि इतनी दौलत लगाने के बाद और इतने आदमी एक जगह पर काम करने के बाद रेलों के मामले में देश कितना आगे बढ़ा है? आपने एक कदम उठाया, उस कदम को मैं तारीफ करता हूं।

आज आप देखिये कि नौकर कितने बढ़ गए हैं। नौकरों की संख्या 2.8 परसेंट से बढ़कर 11 परसेंट हो गई है। यह संख्या अफसरों के लिए है। जहां अफसरों की संख्या इतनी बढ़ी हो वहां की हालत क्या हो सकती है। यह संख्या किस प्रकार बढ़ी है इसका मैं एक छोटा सा उदाहरण देना चाहता हूं। पहले एक चीफ अपरेटिंग सुपरिंटेंडेंट होता था और आज एक चीफ ट्रैफिक सुपरिंटेंडेंट, एक चीफ सेफ्टी सुपरिंटेंडेंट एक चीफ फ्रेट एण्ड पार्सल सुपरिंटेंडेंट है। एक पोस्ट की जगह कितनी पोस्टें बना दी गई हैं। अधिकारी बढ़ा दिए गए हैं लेकिन काम नहीं हो रहा है। आज लोगों की कार्यक्षमता, मैनपावर का क्या उपयोग हो रहा है?

क्या हिन्दुस्तान के 68 करोड़ लोग आपको बजट बनाते समय पूछते हैं कि आपने बजट बना लिया और 486 करोड़ का टैक्स लगा दिया? आपने इतने सारे अधिकारी क्यों बढ़ा दिए। 18 लाख आदमी क्या काम करते हैं, रेलों की हालत क्या है, क्यों सब-स्टैन्डर्ड सामान लगता है, कौन से डिब्बे लगते हैं, लाईन्स ठीक नहीं हैं, इसके लिए कौन जिम्मेदार है? एक बार श्री कमलापति त्रिपाठी जी ने कहा था कि यह रेलवे एक्ट सौ साल पुराना है। उस सौ साल पुराने एक्ट को हम 1982 में ले आयेंगे। यह रेलवे बोर्ड है और यह रेलवे आफिस काम करता है, भगवान ही जानता है। नया रेलवे एक्ट आज तक नहीं आया, सौ साल की बात हम कहते-कहते थक गए लेकिन हम इसी प्रकार काम करते हैं। एक व्यक्ति ने सही बात बताई थी कि हमारे देश के अन्दर अरबों रुपए लगते हैं, इसके लिए हम बहुत तारीफ समझते हैं।

हिन्दुस्तान को बनाने में हमारा हाथ है, हम मुल्क को आगे बढ़ायेंगे। रेलवे अधिकारी जाता है तो सारा डिब्बा बुक होता है, उनको फुर्सत कहां होती है? मैं आपको कहना चाहता हूं कि भाड़े

[श्री मूलचन्द डागा]

में 50 परसेंट पैसेन्जर मुफ्त में चलते हैं। उनमें कुछ हमारे जैसे पास होल्डर्स हैं, कुछ चोर-उचक्के चलते हैं। क्या यह रेलवे चलेगी, यह रेलवे चल ही नहीं सकती है। आप इनके आंकड़े देखिए। 135 रेलें ऐसी हैं जो काम की नहीं हैं। ये कहते हैं कि रेलवे में हर साल 40 करोड़ का घाटा होता है।

MR. DEPUTY-SPEAKER : Don't you know that the Railways are not only a commercial concern but also a public utility concern ?

SHRI MOOL CHAND DAGA : I do not know all that; but this is the answer given by the Railways themselves. Should I read it ? Kindly try to understand. A very pertinent question you have put and I suppose you will hear the answer also given by the Railways themselves. This is Indian Railways Year Book 1981-82 :

> "In respect of the operation of unremunerative branch lines, the Committee on Social Burdens had recommended that the losses on these lines should be made good by the concerned State Governments; otherwise, these branch lines should be closed. The main reasons for the incurrence of losses on uneconomic branch lines are low density traffic, disadvantage of break-of-gauge transhipment. . .."

Now they say that these are not at all necessary because they do not fulfil your objectives. This is written in this Indian Railways Year Book which has been published. This is the Committee on Social Burdens. What is the loss ? Rs. 40 crores.

Now in Railway Protection Force, you have got 61,000 employees. What is the total expenditure ? Rs. 71 crores and what is the amount of themfts ? Rs. 10 crores. You kindly try to understand.

आप रेलवे में पोस्ट-मार्टम कर रहे हैं। आपकी रेलवे में गुड्स की चोरी हो जाती है, सब-स्टैन्डर्ड का सामान लगता है, ज्यादा एम्पलाय कर दिए हैं। रेलवे प्रोटेक्शन फोर्स "जी० आर० पी" वे क्या कर रहे हैं कंपनसेशन देते हुए रेलवे थक गई। रेलवे को हर साल 40 करोड़ रुपए का कंपनसेशन देना पड़ता है। 40 करोड़ कम्पेन्सेशन का दिया है, और लिटिगेशन कितना होता है उसका कोई ठिकाना नहीं है। और इन्होंने क्या काम किया है आप रेलवे की बड़ी बड़ी बातें करने लग गये हैं, बहुत अच्छा है। रेलवे का अगर आपको पोस्टमार्टम करना है तो मजबूती से कीजिये। इन 18 लाख कर्मचारियों को मजबूत [illegible] देखना होगा कितने आदमी बाहर जा सकते हैं। बैठा हुआ आदमी खा रहा है, कंडक्टर लूट रहा है, अटेन्डेंट ठीक से काम नहीं करता। और पे इनकी कितनी बढ़ गई एक साल में ऐवरेज पे देखें, देश की वेज पोलिसी बनी नहीं और एक साल में ऐवरेज इन्कम 9,626 रु० आप इनको देते हैं, और एक साल में एक रेलवे कर्मचारी के 944 रु० बढ़ जाते हैं अगर आप फिगर्स देखेंगे तो पता होगा किस प्रकार से रेलवे कर्मचारी

काम करते हैं। टैक्स लगाइये, भाड़ा बढ़ाइये और कर्मचारियों को दीजिये, 18 लाख आदमियों को दीजिये। और अगर कोई कर्मचारियों के खिलाफ़ बोलता है तो आपको डर लगता है कि यह नाराज़ हो जायेंगे, और इसी डर से हमेशा कहा कि अच्छा काम करते हैं। आज देश में 3,500 रु० प्रति वर्ष से कम आमदनी वाले बिलों पावर्टी लाइन माने जाते हैं, लेकिन दूसरी तरफ़ एक कर्मचारी की एवरेज इन्कम 9,626 रु० है। तो रेल कैसे चलेगी ? डैमेजेज़ का पता नहीं, लोसेज का पता नहीं . . .

MR. DEPUTY SPEAKER: Mr. Daga, staff is sanctioned in various Departments based on some statistics. It is not that if the Minister wants to increase the staff he can do so. There are statistics: how many ticket examiners are required, how many Assistant ticket examiners are needed, how many Inspectors are needed and so on. If the Railway staff number is 18 lakhs in all, it is based on some statistics. You must have known that; as former P&T empolyees we know the rules.

SHRI MOOL CHAND DAGA: What are the numbers of cases ? Kindly try to understand the whole t hing. Number of cases registered in the year 1982 is stated to be 77,432. How many cases were detected ? Can anybody say that ? If you want to thoroughly go into it, have a discussion on the subject.

MR. DEPUTY SPEAKER: We will have it.

SHRI MOOL CHAND DAGA: How many cases have been registered ? How many cases have been detected ? Railway property has been stolen to the order of so many crores. How many cases have been detected ? Here are figures given by the Railway Department.

आप देखें कि एक-एक डिपार्टमेंट में कितने अफसर हो गये हैं। डुप्लीकेसी आफ वर्क हो गया है। मेरा तो कहना है कि जितने कम नौकर होंगे उनको ज्यादा अच्छी तनख्वाह देंगे उतना ही अच्छा काम होगा। यह जो तरीका है अफसरों की भरमार का, मैनेजर, डिवीजनल मैनेजर, क्लेम्स इन्स्पेक्टर्स आदि-आदि यह जो हालत है देश की यह हमको कहां ले जाएगी ? करोड़ों रु० की रेलवे प्रोपर्टी बरबाद होती है, यह रेलवे कमेटी की रिपोर्ट है।

Sir, here is the report of the Public Accounts Committee. This is what has happened.

करोड़ों रुपए की जमीन खा गए ? यह तो हो गया, लेकिन 4 इन्जन करोड़ों रुपये के बेकार पड़े हुए हैं। पब्लिक एकाउन्ट्स कमेटी की रिपोर्ट कहती है कि इनकी क्या हालत है। कारखाने में

[Shri Mool Chand Daga]

उत्पादन नहीं होता है। उत्पादन का परसैंटेज नहीं है। अगर आप इन रिपोर्टों को पढ़ें तो मालूम होगा। I will now read out the observation :

"3.43 The Committee find that a steel foundary had been set up at Chittaranjan Locomotive Works..."

This is the report of the Public Accounts Comimttee of 1980-81.

"3.44. Against the installed capacity of one thousand tonne or 2000 Nos. of manganese steel crossings, the actual production of these crossings over the years had been much less. In fact in 1967-68 and 1968-69, the Steel Foundary produced only 99 tonnes and 198 tonnes respectively of the manganese steel crossings."

Now, what was the target fixed ? It was 2000 Nos. But the production was only 99 tonnes against one thousand tonnes. This is the finding of the Public Accounts Committee. Now, crores of rupees have to be recovered. It is your duty to see how this Department is functioning, how the Railway Ministry is functioning.

आज यह सबसे बड़ी पब्लिक अन्डरटेकिंग है।

"A comprehensive Bill seeking revision of the Indian Railways Act is expected to be introduced in Parliament in 1982."

This was the reply given by the hon. Minister.

100 साल पुराने बिल को लेकर चल रहे हैं और आफिसर सारे एडमिनिस्ट्रेटिव इंस्ट्रक्शन्ज पर चल रहे हैं।

The instructions which are issued have no statutory backing.

MR. DEPUTY-SPEAKER : What is the solution for that ? You can give the solution for that.

SHRI MOOL CHAND DAGA : Yes, rules and regulations will have to be framed for this purpose. After all according to the constitution, we must have an Act and under that Act we must have rules and regulations and also by-laws. But what happens here is that they are not bringing forward into statutory rules. Again, in the Ninety-Fourth Report of the Public Accounts Committee (1982-83), the Committee's findings are like this :

"61. . . . From the information furnished by the Ministry of Railways in respect of details of railway lands given on licence/lease basis, the Committee find that out of 68,016 cases where land was given on licence basis, in 36,916 cases i.e. 54 per cent, no agreement was executed with the parties."

So, there are so many cases in litigation.

रेलवे को अगर आपको ठीक करना है, जैसा हमारे चौधरी साहब ने कदम उठाया है, ठीक स्टैप उठाया है तो मजबूती के साथ रेलवे को खींचना चाहिए। एक बार पूरी तरह से जांच की जानी चाहिए।

सबसे बड़ी बात इन्होंने तारीफ की है कि 108 करोड़ की स्कीम बनाई है। मेरे ख्याल से 100 साल में

अहमदाबाद से दिल्ली तक ब्राडगेज लाइन जो है वह पूरी नहीं होगी।

हम कहते हैं हमारे यहां कोई लाइन ही नहीं बनी है। वर्र से विलारा लाइन का सर्वे हो चुका है, 11 करोड़ का खर्चा उस लाइन पर होगा जबकि उससे आमदनी 45 करोड़ होगी। 102 अप और डाउन को भी हमने हरीपुर में एक मिनट रोकने के लिए कहा है। कहते हैं कि उस पर विचार किया जाएगा। अगर हम कोई ऐसी बात कहते हैं जिसमें तथ्य हो तो रेलवे आफिसर्स को उसे मान लेना चाहिए और उसे इंप्लीमेंट कर देना चाहिए। जब गाड़ी अजमेर और बयावर में रुकती है तो हरीनगर में क्यों नहीं रुक सकती है? वहां पर भी आप रोक सकते हैं।

अब सवाल यह आता है कि योजना कैसे बने। 1972 में एक योजना बनी थी और फाउन्डेशन स्टोन भी लग गया था लेकिन उसके बाद वहां पर सिर्फ पत्थर ही रह गया है।

MR DEPUTY-SPEAKER: At least, the foundation stone is there.

SHRI MOOL CHAND DAGA: Yes, otherwise I will lodge a report with the police station.

1972 में जिसका फाउन्डेशन स्टोन ले हुआ था वह योजना अभी तक कंप्लीट नही हुई है। इस तरह की मेरे पास एक लांग लिस्ट है।

MR DEPUTY-SPEAKER: You should place it on the table of the House.

SHRI MOOL CHAND DAGA: Why should I? Everybody knows that.

जो योजनायें बनती हैं उसके लिए मैं समझता हूं इनके पास पैसा नहीं है। सबसे पहले जो जरूरी चीज है वह यह कि रेलवे में जो चोरियां होती हैं उनको आप बन्द कर दें, वेस्टफुल एक्सपेंडीचर को भी रोकें और कारखानों की जो क्षमता है उसको पूरी तरह से यूटिलाइज करें। इसके अलावा जिन कर्मचारियों की आवश्यकता न हो उनको भी कम करें। तभी रेलवेज की हालत में सुधार आ सकता है। पटरियां कहीं सुधर जायेंगी परन्तु जब तक इन्सान नहीं सुधरेगा तब तक पटरियों के सुधरने से कोई लाभ नहीं होगा।

श्री भानु प्रताप शर्मा (विदिशा): माननीय उपाध्यक्ष महोदय, मैं 1983–84 के रेल बजट के समर्थन में अपने विचार व्यक्त करने के लिए खड़ा हुआ हूं। भारतीय रेल हमारे राष्ट्र की वह संस्था है जो देश को पूरब से पश्चिम और उत्तर से दक्षिण को जोड़ते हुए, हमारे देश की विविधता में जो एकता है, उसको मजबूत करती है। आज के इस विकास के युग में रेल सेवाओं का जो महत्व है, चाहे वह पैसेन्जर ट्रैफिक हो या गुड्स ट्रैफिक का मामला हो, देश की अर्थ व्यवस्था को देखते हुए हम उसको नकार नहीं सकते हैं। यह भी हमारे लिए गौरव की बात है कि भारतीय रेल की 130 वर्ष की जो गौरवशाली गाथा रही है वह सिर्फ 34 किलोमीटर से शुरू हुई थी और आज 61315 किलोमीटर से अधिक का उसमें विस्तार हो चुका है।

19 hrs

एक तरफ जहां एशिया में हमारे देश का स्थान प्रथम है, वहीं दनियां में हम चौथे स्थान पर हैं। भारतीय रेलवे पिछले 30 वर्षों से आजादी के बाद जिस प्रकार से प्रगति कर रही है, वह किसी से

[श्री भानु प्रताप शर्मा]

छिपी हुई नहीं है । लेकिन मुझे दुःख के साथ कहना पड़ता है कि विरोध पक्ष के साथियों को हमारे देश के अन्दर कोई उपलब्धि नजर नहीं आती है । बल्कि दूसरे देश, चीन, जापान इत्यादि उदाहरण यहां पर प्रस्तुत किये जाते हैं । मैं आपके माध्यम से सही तथ्यों को सदन के सामने रखना चाहता हूं । 1950–51 में जहां 45 हजार किलोमीटर लाइन थी, वहां पिछले 32 वर्षों में 7,729 नई किलोमीटर लाइनों का निर्माण किया गया है । 7,914 किलोमीटर लाईन को डब्ल किया गया है । और 5,185 लाइन का विधुतीकरण किया गया है । डीजल के इंजन और लोकोमोटिव्ज की भारतीय रेलवे में प्रगति छिपी हुई नहीं है । 1950 में हमारे पास 17 ईंजन थे, जो कि अब बढकर 2,650 हो गये हैं । इलेक्ट्रिक लोकोमोटिव्ज 72 थे, अब बढ कर 1,164 हो गये हैं । सवारी गाड़ियों के कोच 460 थे, जो अब बढकर 31 हजार हो गये हैं । यह हमारी प्रगति का प्रतीक है । हमारी भारतीय रेलवे में आधुनिकीकरण हुआ है, चाहे वह किसी भी क्षेत्र में हुआ है । आज हमें यह कहने का गौरव प्राप्त है कि आज हम आधुनिकतम प्रणाली को भारतीय रेलवे में अपनाने में पूरा पूरा प्रयास कर रहे हैं ।

माननीय रेल मंत्री जी ने अपने भाषण में विधुतीकरण की बात कही थी और यह भी कहा था 1985 से पहले करीब 18 हजार किलोमीटर का रेलवे ट्रैक रिन्युअल करना है । इस बात की पुष्टि इस से भी हो जाती है कि रेलवे रिफार्सेस कमेटी ने भी इस का सुझाव दिया है । इसलिये मैं माननीय रेल मंत्री जी को अवगत कराना चाहता हूं कि उन्होंने जो आगामी वित्त वर्ष में करीब 220 करोड़ रुपये का प्रावधान किया है, अपने लक्ष्य की पूर्ति के लिये, वह बहुत ही कम है, हमें करीब 450 करोड़ रूपये की आवश्यकता पडेगी, तभी हम दस वर्षों में जाकर 18 हजार किलोमीटर का नवीनीकरण कर सकेंगे ।

यह सही है कि पिछले दो तीन वर्षों में रेलवे की सुविधाओं में काफी सुधार हुआ है । यदि आप पिछले आंकडों को देखें तो वैगन्स का टर्न राउन्ड टाइम, जनता शासन काल में 13.5 था, 1978–79 में 14.3 हो गया, 1979–80 में वह बढकर 15 हो गया और इस चालू वित्त वर्ष में 1982–83 में वह घट कर 13 हो गया है । इससे अन्दाज लगाया जा सकता है कि हमारे देश की रेल सेवाओं में निरन्तर विकास हो रहा है । मैं माननीय मंत्री जी को इसलिये भी बधाई देना चाहूंगा कि उन्होंने इस चालू वित्त वर्ष में लम्बी दूरियों के लिये नई-नई गाड़ियां चलाई हैं । जहां आन्ध्र प्रदेश एक्सप्रेस सप्ताह में दो दिन चलती थी, अब चार दिन चलने लगी है । जहां तामिल नाडू एक्सप्रेस सप्ताह में दो दिन चलती थी, अब उस को बढा कर चार या पांच दिन के लिये कर दिया गया है । जहां जी टी में पहले 14 या 15 डिब्बे चलते थे, अब उस को डबल हेडेड कर के 21 डिब्बे वाली गाड़ी बना कर उस की कैपसिटी को बढाया गया है । इसी प्रकार इस चालू वित्त वर्ष में डेप्रीसियेशन एकाउन्ट में 556 करोड़ रुपये को बढा कर 850 करोड़ रुपये किया गया है इस के लिये हमारे मंत्री महोदय बधाई के पात्र हैं । यह इस बात का सूचक है कि आप रेलों का आधुनिकीकरण करना चाहते हैं, जो हमारा रोलिंग स्टाक है, जैसे खराब हुए कोचेज, लोकोमोटिव्ज, वैगन्ज, हैं उन के रखरखाव और बदलाव की तरफ आप ज्यादा ध्यान देना चाहते हैं । मुझे विश्वास है कि आप के इन प्रयासों

हमारी रेलों का रखरखाव, आधुनिकीकरण और जनता को दी जाने वाली सुविधाओं में प्रगति होगी तथा इन में काफी सुधार भी होगा ।

जहां तक पैसेन्जर किराये की बात है– हमारी रेल्वे रिफार्म्ज कमेटी तथा जो नेशनल ट्रांस्पोर्ट पालिसी कमेटी है, इन सब ने एक मत से सिफारिश की थी कि वर्तमान पैसेन्जर किराये तथा माल-भाड़े की दरें बहुत कम हैं, रेलवे के संसाधनों को बढाने की दृष्टि से इन में बढोत्तरी करना बहुत आवश्यक है । इसलिये भाड़े की वृद्धि कुछ स्वागत योग्य है। जहां तक मासिक पास का सवाल है इस में वृद्धि कुछ ज्यादा हो गई है क्योंकि जो हमारे प्रथम श्रेणी तथा द्वितीय श्रेणी के टिकट हैं इनमें 11–12 परसेन्ट की बढ़ोत्तरी हुई है, जबकि मंथली पास में बढोत्तरी 100 प्रतिशत से ऊपर है । अतः मैं आम उपभोक्ताओं की तरफ से या सर्विस क्लास के गरीब लोगों की तरफ से अनुरोध करना चाहूंगा कि मासिक टिकट की वृद्धि को कुछ कम करने की कृपा करें ।

आपने इस वर्ष अपने बजट में जो "सेफ्टी सिक्योरिटी और पंक्चुएलिटी" यानी संरक्षा सुरक्षा और समय की गारन्टी दी है तथा माननीय प्रधान मंत्री जी के बीस सूत्री कार्यक्रम को लागू करने का संकल्प–पेड़ लगाने की योजना, ऊर्जा के वैकल्पिक साधनों का विकास– लिया है, इस के लिये भी मैं आप को बधाई देता हूं, परन्तु ऐसा न हो कि ये लक्ष्य सिर्फ स्टेशनों पर लिखे हुए नारे ही साबित हों, हम इन का इम्प्लीमेन्टेशन चाहते हैं, कार्यान्वयन चाहते हैं जिस से कि दूसरे विभागों के लोग, दूसरे सम्बम्धित व्यक्ति आप से प्रेणा ले कर उन सुधारों को अपने यहां भी लागू करें ।

अब मैं अपने क्षेत्र के सम्बन्ध में कुछ बातें निवेदन करना चाहता हूं । हमारा मध्य प्रदेश एक ऐसा पिछड़ा हुआ इलाका है जहां आज भी सब से कम प्रतिशत रेलवे लाइन का विकास या विस्तार हुआ है । मैं यह चाहूंगा– जिन लाइनों का सर्वे हो चूका है, चाहे वह रायपुर, बस्तर को जोड़ने वाली लाइन है या इन्दौर से महू होकर खाण्डवा को मीटर गेज से ब्रोडगेज में बदलने की बात है या ग्वालियर शिवपर सवाई माधोपर की लाइन को बदलने की बात है इन को प्राथमिकता दी जानी चाहिये ।

मेरे संसदीय क्षेत्र में भोपाल विकासपर एक प्रेस 35 डाउन तथा 36 अप चलती हैं । आप को यह जानकर अश्चार्य होगा, इस का नाम भोपाल विलासपर एक्सप्रेस तो जरूर है, परन्तु यह 56 स्टेशनों में से 50 स्टशनों पर रूकती है और जिन 6 स्टेशनों पर नहीं रूकती है वे सब मेरे ही संसदीय क्षेत्र में हैं । इसलिये मैं चाहता हूं कि इस भोपाल विलासपुर एक्सप्रेस को फास्ट पैसेन्जर का रूप दे कर मेरे संसदीय क्षेत्र के जो स्टेशन है सुमैर, पवई, बरेठ, कुलहार, कैथोरा इन स्टशनों पर भी रोकन की व्यवस्था करें, क्योंकि बीना विलासपुर सैक्शन में यह हर स्टेशन पर रुकती है, लेकिन मेरे क्षेत्र में 5–6 स्टेशनों पर नहीं रूकती है जो कि भोपाल बीना सैक्शन पर है। यदि इस तरह की व्यवस्था कर दें तो यात्रियों को बहुत सुविधा होगी और किराय की आमदनी में भी वृद्धि होगी ।

अभी हमारे मित्र भरिया जी ने कहां था कि सन् 1981 में भतपूर्व रेल मंत्री श्री कदार पांड जी भोपाल गये थे और उन्होंने भोपाल से दिल्ली तक के लिय एक सांची एक्सप्रेस चलान की बात कही थी। मैं इस बात को कहना चाहूंगा कि हिन्दस्तान के हर प्रदश की

राजधानी आज दिल्ली से जुड़ी हुई है। एक सिर्फ मध्यप्रदेश की राजधानी ही छूट गयी है जिससे कि दिल्ली के लिये कोई गाड़ी नहीं आती। वैसे तो बहुत बड़ी-बड़ी गाड़ियां वहां से आती हैं लकिन दिल्ली से भोपाल तक की कोई गाड़ी नहीं है।

विदिशा में जो कि मरा खुद का संसदीय क्षेत्र है, वहां पर ओवरब्रिज की बात भी सामने आयी है। मूझे खुशी है कि रेल मंत्री आदरणीय श्री सेठी जी न पिछले रेल बजट में इस ओवर ब्रिज के लिए 9 लाख रूपय मंजुर किये थे और आपने भी इस बजट में इसके लिए 10 लाख रुपये का प्रावधान किया है। इस तरह से इस ओवर ब्रिज क लिए आप 19 लाख रूपय द रहे हैं परन्त, आज तक इस ओवरब्रिज पर कोई कार्य प्रारंभ नहीं हुआ।

अन्त में मैं भोपाल की कोच रिपेअरिंग फैक्ट्री के बारें में आपका ध्यान आकृष्ट करना चाहूंगा। पिछले दो वर्षो से इस कोच रिपअरिंग फैक्ट्री के निर्माण की बात कही जा रही है। इसके लिए चालू वित्त वर्ष में, यानी 82–83 वर्ष में 1.08 करोड़ रुपया रखा गया था और जो 83–84 का बजट है, उसमें आपने 3.50 करोड़ रुपये का प्रावधान किया है। इस 4.58 करोड़ रुपये का प्रावधान होने के बाद भी आज तक केवल फैक्ट्री की भुमि के हस्तांतरण का ही काम हो पाया है। यह प्रगति किसी भी हालत में संतोषजनक नहीं है। अत: मैं निवेदन करूंगा कि इस कार्य में तेजी लाए। इस से हमारे कोचिज के मैन्टिनेस के काम में प्रगति होगी और साथ ही साथ वहां के भोगों को रोजगार के साधन भी उपलब्ध होंगे।

इसके साथ ही साथ मैं यह भी निवेदन करना चाहुंगा कि गुलाबगंज स्टेशन पर अमृतसर एक्सप्रेस और विदिशा क्षत्र में मण्डी बामोरा में लखनऊ-बम्बई एक्सप्रेस के स्टोपेज मंजूर करें। इसक लिये मैं आपका बड़ा आभारी होंऊगा।

आपने जो रेल बजट प्रस्तुत किया है, उसके लिए आप बधाई के पात्र हैं। रेलवे रिफार्म कमैटी के सुझावों के अनुसार और आप अपने वक्तव्य के अनुसार प्रस्तावों को पूरी तरह से कार्यान्वित करने का पूरा पूरा प्रयास करेंगे, ऐसी हमें आशा है। धन्यवाद।

*SHRI OSCAR FERNANDES (Udapi): Mr. Deputy Speaker, Sir first of all let me welcome wholeheartedly the Railway Budget presented by the Government in this august House. On behalf of the people of Karnataka I thank the hon. Railway Minister.

There was a long standing demand of the people of Karnataka for the conversion of Guntakal-Bangaore metre gauge into broad gauge. This work has been completed very fast and journey between Bangalore and Bombay has become more convenient. This conversion has enabled Karnataka Express which runs between the State Capital Bangalore and the National Capital Delhi to deviate its route from first of April 1983. Therefore, people of Karnataka are grateful to the Railway Department. Hon. Minister in his budget has agreed to conduct surveys of two lines. One is from Chickmagalur to Kadur and the other from Karwar to Hubli. For this also the people of Karnataka thank the Central Governemt to start the work on these lines immediately after the survey is over.

Sir, I would be failing in my duty if I do not mention for your kind consideration some important grievances of my constituency. In the entire Railway map of our nation

*The Original Speech was delivered in Kannada.

West Coast Railway line is the most important missing link. The work has started from Bombay but I humbly request the hon. Minister to start the work from Mangalore also. This work has to start immediately because a new port has come up at Mangalore. Pelletisation plant and a fertilizer plant have been set up there. As early as possible a sponage iron plant is going to be set up there. A naval base is being set up at Malpe in Udupi. Due to these consideration of industrial development this West Coast line is very vital. If this line is not completed the industrial produce of this area cannot be utilised properly.

National Transport Policy Committee in its report has gone into greater details and suggested the setting up of new railway lines. First of all according to the report there should be big industries in the area to lay a new railway line. Secondly, it says that there should be rich mineral resources. Thirdly, the area should be rich in forest resources.

In my constituency, Bindur is very rich in mineral resources. These mineral resources are being transported by lorries to the rail heads. Similarly, North Karnataka has enormous forest resources. If we have to get the benefit of this forest wealth, the West Coast railway link is the only answer. Big industries have already been set up at Mangalore. Chemical fertilier factory has come up. An oil refinery is in the offing by the year 1985. Very soon Mangalore will also get a sponge iron plant. All preliminary preparations have started for setting up a pelletization plant. NTPC's report stresses on strategic reasons for choosing construction of a new railway line. In the entire West Coast there is no railway link. A naval base is coming up at Karwar. Also if you take into consideration the protection of the Managlore port, strategically this fulfils all the conditions. NTPCs report lays much emphasis on growth centres for sanction of a new line. If there are growth centres then a new railway line can be constructed according to NTPCs report. Mangalore is a very important growth centre. There is a big fishing harbour at Malpe. Karwar also has become an important growth centre. Lot of development activities are going on at Goa. Thus, all the conditions that are required for construction of a new railway line as putforth before us by the NTPC have been met and therefore this historic West coast railway line is very essential.

NTPC while expressing its views about this Mangalore-Bombay railway line says :

"For rationalising transport, reducing total transport effort and elieving section of existing saturated network are important criteria for construction of new lines. There are traffic routes like the Grand Trunk route, the Bombay—Madras route, the East Coast line and the Kharagpur—Tatanagar section, which are working to a saturation point and where traffic densities will continue to grow. Even after doubling and electrification, these routes will not be able to carry total traffic which will develop on the system. It is in this context that there is an urgent need for developing alternative routes on which traffic can be diverted, reducing loads and consequently total transportation effort. The saving in energy as a result of reduced transportation effort is of great value to the economy in the context of energy shortages. There is, for example, a missing link between Bombay and Mangalore. Traversing

[Shri Oscar Fernandes]

the potentially rich West Coast areas, this link will reduce load on the north-south traffic by about 600 to 1000 Kms and considerably relieve congestion on the Grand Traffic and Bombay-Madras routes.

A study conducted through the Government of Maharashtra at the instance of the Committee showed that if this West Coast line is constructed, it will carry a heavy volume of traffic, including diverted traffic, thereby not only relieving congestion on existing traffic routes, but also in helping to develop region."

Thus the West Coast railway line will create a new history in connecting several States and linkig important industrial centres. The people of Goa, Maharashtra, Karnataka and Kerala would be very much benefited by this new line. Once again I congratulate the hon. Railway Minister on behalf of the people of Karataka and request him to complete the construction of this Mangalore-Bombay railway line.

PROF. P. J. KURIEN (Mavelikara): Sir, I rise to support the Budget. Our discussion is slow as our trains are.

Railway is a public sector undertaking, which has maximum capital investment—Rs. 37,000 crores. It is a commercial undertaking also. So, naturally, we should get the returns in proportion to the investment. But at the same time it should also be remembered that the Railway is to share certain social burdens. Therefore, the Railway Minister has actually struck a balance between the commercial aspect and the social obligations in framing his Budget proposals. It is in this background that I am viewing this Budget.

Our Railway is actualy in a crisis situation. Take the case of our tracks. These are 61,000 route kms making one lakh kms of track. As I understand, a good portion of this has to be removed because they are old and degenerated. The situation can be well understood when one knows that the speed restriction extends upto a distance of 4486 kms where as a few years back, it has only 780 kms. This situation has arisen because of the fact that adequate consideration was not given in the previous years for providing sufficient depreciation fund. I am happy that the hon. Minister has given up that policy and has now taken up a correct approach of providing sufficient depreciation fund. Last year, the allocation for depreciation fund was 500 crores whereas he has spent 556 crores. This year the provision is of 850 crores. The Railway Reforms Committee has urged upon the Railways to provide at least 2000 crores for renovation of the track and rolling stock. But what is the present position? This year our Plan outlay is only 1342 crores and the Railways' efforts to get higher allocation from the Planning Commission met, with I do not say failure, but it did not succeed. So, there is a gap and because of this constraint, if you compute you will find that at the end of the Fifth Five Year Plan, the arrears in track renewal will be to the tune of 18,000 kilometres. That is the present situation that we are Now, considering the fact that this year you have given Rs. 220 crores only for track renewal. I can only say that the process of track renewal goes like tortoise and the degeneration of the track like hare. The result is that we have to give greater emphasis on the track rennovation and allot more funds for that. The condition of rolling stock is also no different. At least 41,000 of our wagons have to be replaced or urgently overhauled. If I understand correctly the 4,000 of wagons which you are using, have already outlived their periods. and 14 per cent of the passenger bogies are sheer junk. Thus, immediate replacement of 10 per cent of the total wagons and also 20 per cent of the track is required. That is the present position. This is definitely an

alarming problem. It is in this background that I am looking upon the performance of the Railways and also the proposals made by the hon. Minister.

Coming to the performance side of the Railways, I am very happy to say that this year there was remarkable improvement, especially in the freight movement. You have reached a record figure of 227 million tonnes as against 195 million tonnes last year. This is definitely remarkable. The World Bank has also praised the Railways for this remarkable achievement. I am sure, that the Minister will keep up this tempo and also try to increase efficiency.

Another area in which I would like to commend is about the safety of travelling public. In fact, the people had lost confidence in the safety of the railways. That was the position. But I see, from April to December 1982, i.e. the preceding year, there is a fall of 26 per cent in accidents. This is, of course, good. But one cannot be satisfied with that. Even accidents to the extent of 1 per cent are very serious because human life is involved in them. Our aim should be to reduce the accidents to zero level. In this context I congratulate the Minister for his special slogan which gives thrust the safety of passengers. But I would also request him to consider the recommendations in the reports of the versions accident enquiry committees and also take stringent action against the guilty persos, whoever they may be.

In an objective way, he has brought in increase in fares and freights. Of course, this increase, specially the increase in the case of the second class passenger is going to hit them hard. You are going to collect an additional revenue of nearly Rs. 178 crores on passenger fares and Rs. 310 crores on freights by the hike. I admit that this increase has been necessitated by two factors: (1) your request to the Planning Commission for higher allocation has not been conceded to; (2) you have tried to make the running of our railways economic. It is true that the running of our railways, especially the passenger traffic, is not economic. Every year the railways are losing Rs. 400 crores on passenger services. Your effort was to make good at least a portion of that. I should not forget here the fact that the Railway Tariff Enquiry Committee has recommended a steep increase in fares and freights. Anyhow, the Minister has not gone to that extent, but I think he had kept this in mind.

However, I would like to point out, considering the paying capacity of our people, the increase in fares hits them very hards. Also, the increase in charges on freight movement will push the prices. No doubt, you have taken the cue from the fact that, in spite of the increase last year of fare and freight, inflation was reduced to 2 per cent, and you perhaps expect the same salutary effect this year also. But I feel that we should bear in mind the *per capita* income of the people and also the fact that 99 per cent of our people are travelling in second class. In that light, I feel this increase in freight calls for re-consideration. I would suggest that at least the essential commodities should be exempted from the freight increase.

Regarding the performance of the railways, I should say that some improvement is required. It is seen that the number of ticketless travellers is on the increase. In some areas the peope think that it is their birthright to travel without tickets. I shall quote some statistics to prove my argument. The anticipated sub-urban and non-sub-urban Passenger trips during 1982-83 was 2,193 million and 3,949 million respectively, whereas the actual number was only 1,855 million and 3,469 million. In spite of the fact that in the suburban fare there was an increase last year, you are not having any increase in earnings. That cearly shows that ticketless travel has been on the increase I do not say that in all cases it is with the connivance of the railway

[Prof. P. J. Kurien]

officials, but I feel that there is either apathy or connivance on the part of same of the officials.

Another problem is the late running of trains. I am sure the Minister has made certain efforts to ensure puctuality. In fact, his motto is: safety, security and punctuality. Certainly, it had some effect. Still, even today most of the mail and express trains are running late. I would suggest that there should be some provision for fixing responsibility on the officials for the late running of trains. If my memory is correct, when the late Shri Hanumanathayya was the Railway Minister there was an attempt to fix responsibility for the late running of trains on the Officials, and that had some pretty good result.

So, I suggest that also for the consideration of the Minister.

Sir, cannot but mention an important point here. There was also a controversy about it in the press. The Minister took a bold and correct step about that. In fact, I had written to him also on the matter. Usually in these days people in power would like to have discretion. But I am surprised, and I am very happy and I congratulate you, Mr. Minister, for you wanted to do away with the discretion which there are having about allotment of rakes in respect of coal. You know what is happening. The rake allotment was the discretion of the Railway Ministry for moving the coal and you have taken a very correct step in doing away with this discretion. For that, I personally congratulate you because that is a correct step which anybody in authoritity should take. And you know, in our country the reason for corruption is the discretion vested in the people at different levels. Doing away with discretion is a very correct step and I congratulate you for that.

Now, I am coming to the problems of my State. Actually, our country is having 61,000 kilometres of railway line and my State is having only 914 kilometres. For one lakh population the kilometre distance of railway line is 10 in other States, but in Kerala it is only 4. In spite of that this neglect has been persistently continuing. I want to bring this fact to your notice.

Again, with regard to railway installation, Kerala does not have a single railway installation. Sometime back there was a proposal for starting a coach factory at Palghat in Kerala, but now that has also been shifted and so we do not have any such installations. So, with regard to railway line as well as installations, our State is far behind and we are almost being neglected. So, I would suggest for your personal consideration two railway lines in Kerala which I request you to include for conducting the survey. Of course, the coastal part of Kerala is having railway line. But the hilly area and also the middle land of Kerala is not having any railway line. So, I am suggesting two railway lines for inclusion in the survey in those areas where there is no railway line. You can provide a few lakhs of rupees; it is not difficult for you to do so. Those railway lines are (1) Triuvaila pathinam-Thitta-Punaloor, line and (2) Chengannoor-Kottarakara-Trivandrum line. I leave this for your consideration.

Another point is what more facilities can be given in the existing trains. I may tell you an experience of mine. Many a time I had to travel from Trivandrum to the railway station situated at my place, standing for two hours in the First Class. One day I came to my railway station and the train was about to start. So I got into Second Class, and from the Second Class compartment inside the train, one can go to the First Class compartment which is after 5 or 6 bogies. For two hours I tried to go to the First Class compartment, but I could not go because of the heavy rush. This is the Wynad Express. The Second Class compartments were so crowded that I could not walk from the Second Class compartment to the First Class compartment. This is the position of the

Wynad Express. If you make a study, you will find that that is the most crowded train in this country. I only request you to increase the bogies of that train from 16 to 21 and make it double-engined. In short, you increase the bogies of that train and provide double engine.

I have got one more request. The Jayanti Express from Delhi to Cochin is going five days in a week. It goes to Cochin only. Why don't you extend it up to Trivandrum? It is because on many occasions we have to travel to Trivandrum in the Jayanti Janata, not in the Kerala Express because the Keraia Express goes only two days in a week.

Trivandrum is the capital of the State and so the J.J. Express which goes from Nizammudin to Cochin can be extended up to Trivandrum; which is only 4-hour journey. It requires no further engine and no additional bogies. It can easily be extended up to Trivandrum. No additional expenditure is involved.

I will therefore, request that with the existing faciilties and without any additional expenditure, the Minister can do these two things to the people of Kerala.

I want to say one more point about electrification. Of course, you are going in for electrification and the fields have also been increased. But our policy should be reconsidered. It is true that for electrification, the initial cost is high. Once you electrify the tracks, the maintenance cost is very much less and also there is high efficiency. With regard to Kerala, there is enough power available. It is true that, at present, there is a power shortage due to the drought. That is an extraordinary situation. For the last 10 years, there was no drought. Only now, we have had this drought. But this is temporary and extraordinary. Otherwise, power is available in enough quantity and the Government is prepared to give power at the reduced rate for electrication. I would suggest, as a long-term policy, wherever power is available, we should go in for electrification. If there is no fund, we should try to get the fund from any source. Why don't you get funds from our nationalised banks? Railways can take funds from there also and go in for electrification. For running the diesel engines, we are importing oil by giving our precious foreign exchange reserves. Why should we not go in for electrification wherever it is possible? Power is produced in this country either through hydro-electric projects or thermal-power projects. Raw Materials are available for both of these projects, in our country. In order to save the foreign exchange reserves and increase the efficiency, and as a long-term policy, I would only suggest to the hon. Minister to give special consideration and allocate more funds for electrification. Wherever power is available, specially in the State of Kerala where power is available in plenty and the Government is prepared to give enough power, you please go in for electrification.

With these words, I support the Railway Budget.

DR. GOLAM YAZDANI (Rajganj): Mr. Deputy-Speaker, I rise to support the Railway Budget which was presented to this House by the hon. Railway Minister.

Now, I want to draw his attention to the miserable conditions of district West Dinazpur in the State of West Bengal. This is a district which has been the victim of partition. During the country-wide partition the whole district was partitioned into East and West. And the railway line which was actually feeding this district was lost to Pakistan and this district was left only with a truncated railway line from Barasoi to Radhikapur which actually goes to Paryathipur in the East Dinazpur district. When the re-organisation of the State was undertaken, the Islampur sub-division was added to the West Dinazpur district. So, the West Dinajpur district has three sub-divisions. Just like star-fish, it has three tentacles. At the apex

[Dr. Golam Yazdani]

of one tentacle at the north-eastern corner, Balurghat town has been located. It is the district headquarters of West Dinajpur. Before partition, this town was actually fed by the railway line which was running from Calcutta to Siliguri via Hilly.

There was no rail link and when it was made district headquarters, the Government just tried to make some connection with the district headquarters and with the rest of the country. So, from 1949—the partition of the country took place in 1947——it was being proposed that this Balurghat should be joined with the main railway line from Ekloki in Malda district and continuous survey was made in 1949, 1952, 1972 and 1973. The estimated cost of the construction of the railway line was also given. I have got the reply from the hon. Railway Minister that the project was not taken up because they found that this line will not be profitable and they just left it like that and I think it is very cruel because when this country was partitioned, the Government has the responsibility to rehabilitate people who were the sufferers and victims of this partition. We know that the people who migrated from Pakistan to India were rehabilitated with thousands and thousands and thousands of crores of rupees but these people who suffered the partition of the country are not rehabilitated. Why should not they be rehabilitated? All the communications there are poor. But, though communications were not established, and the truncated line from Barsoi to Radhikapur was only metre gauge, even when the conditions were so poor and they needed improvement, the railway authorities said that this will not be profitable. How these officers, who are at the helm of affairs, say like this? Is it because they were entrusted with making the survey? How can they make such a remark on the position in the district regarding communication? If this had not been profitable, they should have suggested as to how it could have been made profitable because there was a route from Barsoi to Radhikapur and it was very easy to link this railway road with the existing line and this simply was not done by the officers on who the responsibility for survey lies. That was very cruel on the part of officers at the helm of affairs at that time. The intention of the Government at that time was to help the people to establish connection with Barsoi. But why these people who are posted over there with high salaries etc those officers at Maligao, should come forward and give suggestions the Government that this line can be laid only if this is done with the existing railway line and the existing railway line is converted into broadgauge ? They never did this. They failed in their duty, because we are living in a democratic country. I have got every reason to ask the Government, why these things were not done. The partition of the country was made about 36 years ago. Why are these people still suffering? They are not having any communication railway line. I just want the Hon. Minister of Railways—he has got but those people did not have the imagination to proceed with the work if he is just willing to do it. I shall wholly support him to proceed with this construction of the Balurghat-Ekloki line and to link it with the Kalyaganj which is a station en route Barsoi-Radhikapur railway line and convert this existing railway line into broadgauge immediately and also to extend the Ekloki-Balurghat line up to Hili to make the whole railway network viable immediately because this has been pending for long. It is overdue. It should have been done long ago. It has not been done till because of the inefficiency of the railway department.

I want that the Railway Minister should do away with this inefficiency, and we shall support him in that.

One hon. Member has said that the hon. Railway Minister is a Minister for Malda. I strongly protest against that. He is not a Minister for Malda, he is a Minister for the whole country. We are happy that he is from Malda.

We know that the Ministers who had been Railway Ministers before have done so many thing for their areas. Can anybody give any proof to say that he is a Minister for Malda? I can tell you here that in his Budget Speech he has surely mentioned 'Malda', but he has mentioned so many other places also. He has said:

> "...major new repair workshops at Bhopal, Tirupati, Guntupalli, Bhubaneshwar, New Bongaigaon, Malda, Golden Rock and Krishnarajapuram..'

One of these places is Malda. Does this prove that he has done only for Malda? He has done for so many other places also. Because of this, can it be said that he is a Minister for Malda? In fact, he has not done anything for Malda. We expect him to do. we demand that he should do something for Malda and proceed with the work immediately. Whatever loss has been there in the last 36 years should be made good immediately; within two or three years he should complete all this; then we shall congratulate him.

19.52 hrs.

[SHRI R. S. SPARROW *in the Chair*]

I have written so many letters to the previous Railway Ministers, Shri Kedar Pandey and Shri P. C. Sethi, and they have replied to me saying that the railway line from Eklokhi to Balurghat would cost Rs. 20 crores, the railway link from Buniadhpur to Kaliaganj would cost Rs. 9 crores and conversion of the line from Barsoi to Radhikapur would cost Rs. 7 crores. The total comes to Rs. 36 crores. Can I ask how big is this amount of Rs. 36 crores to the Government of India or to the Railways for want of which these people have been suffering for such a long time? For want of such a small amount, these people have been suffering like anything, and they are victims of partition. Why have they not been given all these projects? Why have these projects not been done so far? I have every right to ask the Railway Ministry. What did they do? Why did they not do it for so long? I now request the Railway Minister to go ahead with these projects immediately and complete them in the least possible time that is required for these.

As I said, those people who had been given charge of this work of survey did not have imagination. Balurghat town is situated only a few miles away from the Bangladesh border. For defence purposes, this line should be constructed immediately because it is near the border. Mr. Chairman, you have been in the military. You know, for defence what is required first of all is communication—information and communication—so that you can go ahead for successfmul military action, for retreat or for advance. Balurghat is a very important place and, as I said, it is near the border. Why is consideration about this defenlce aspect not being given? I wonder what the Raiway Ministers were doing before.

Now I will conclude. Let me say a few more things. I shall tell him other things. Whenever we want some improvement in the railway system, etc., etc., I shall draw his attention to the other conditions where immediate attention is to be paid and something should be done. I will tell you and he will understand because he is a local man over there.

What I want in Malda district is this. In Malda district there is a station called Bhaluka. The station is on one side and the main town is on the other side. So if a goods train is standing there, passengers have who want to cross over and go to the town have to go underneath the goods train. So immediately an overbridge is required over there to prevent any accident. Then, Sir, elevation of platforms is required in Harischandrapur and Shamsi stations. I request the Railway Minister to immediately take action in this regard.

Then, Sir, remodelling of the Malda station has been taken up and it is still going on and I want him to just pay attention to more stations and make other improvements and also to establish repair workshops immediate-

[Dr. Golam Yazdani]

ly and also establish more workshops and factories, etc. regarding railways in Malda district and not to listen to those who say that he is only for Malda and is not looking after other places.

Then an overbridge in Dalkola as also in Siliguri town is required. In Siliguri the railway line goes through the town and there is tremendous traffic. An overbridge should be there.

About new trains I shall tell him from Katihar to Malda there is only one train in the morning and in the evening also there is only one train. In between there is no other train. That train has only 8 bogies. I shall request the hon. Minister to travel in that train in second class and see the condition. He cannot reach the destination comfortably. There is such a congestion in that train. In the first class compartment also you cannot get in because that is already occupied by students and other people. So it is better to do away with the first class and only second class bogies are provided. I ask more bogies should be provided or alternatively another train should be run during the day time.. It can easily go at 10 O'clock and come back 3 O'clock.,

Then, Sir, there is no connecting train for the Gour Express. This New Jalpaiguri passenger is supposed to connect the Gour Express but it never comes in time. It comes 3 hours or 4 hours late. It is an independent train. It is actually for giving connection to Gour Express but nobody can catch Gour Express if he comes by this New Jalpaiguri passenger. So some other train should be provided or the Gour Express timing should be modified.

One more point I shall tell you. The Gour Express leaves Sealdah at quarter to ten and reaches Malda at 7 O'clock. At 6 O'clock from Malda a train leaves for Katihar. That means those passengers who want to go to Calcutta by Gour Express cannot take this train because of one hour discrepancy. It is a simple thing. But these officers at Guhati or at Katihar do not pay any attention. I do not know how they make the time-table for this Gour Express.. If it is made to leave Sealdah one hour earlier and if this train from Malda is made to leave half an hour later, then this Gour Express passengers can come and easily go to Katihar. It is only a small matter of adjustment. But these people who are at the helm of affairs will not listen to the difficulties of the people.

I am glad that the Minister is thinking of having the Himalayan Express from Siliguri to Calcutta. I shall urge upon him about one thing. The train which goes to Bombay from Bhagalpur should start from Malda. Malda is only 2 hours' journey from Bhagalpur. Malda is important in every respect. Why not start the train from Malda itself? This is my request.

There is a place in Malda called Pandua. One month before Ramzan, there is Urs. If you go there on that occasion, you will find how the people are travelling from Adiana station. There is a small train with 8 bogies only. There are lots of a passengers coming for the Urs. There is only one train in the morning and one train in the evening. At least there should be 2 or 3 special trains. Or you should increase the bogies of these trains. Now the Urs is coming shortly and I request the Minister to give special attention to this matter, in the interest of the convenience of the passengrs.

Before concluding I would like to say a word about cleanlines of the local passenger trains. This is very important because unless cleanliness is there, we cannot travel.

I support the Budget. With these words I conclude.

SHRI AJIT KUMAR SAHA (Vishnupur): Mr. Chairman, I thank you for giving me time.

With your permission I would like to speak in Bengali.

**Sometime back, hon. Deputy Speaker told Mr. Daga that Railway is a Public Utility Service, not commercial undertaking. But there is no reflection of that philosophy in this Budget. It appears to us that Railway freight and fares have been increased according to the dictates of the I.M.F. and all the sibsidies hitherto granted have been withdrawn. However I do not wish to enter into all that at present. I will draw the attention of the Minister to certain problems faced by us in the backward districts of Bankura and Purulia in West Bengal. I will certainly thank the hon. Minister for whatever he has done and is trying to do for North Bengal. The hon. Minister had visited Bankura and Purulia some time back. He met the public there where many MPs, MLAs, businessmen were present. I was also there. The hon. Minister was accompanied by the General Manager of South Eastern railway and the DRM. They had given many assurances to the people there. But I regret to say that none of these assurances has been fulfilled as yet. Sir, the people of Bankura and Purulia have been demanding a fast train for Howrah for a long time. They had undertaken a 'padayatra' upto Howrah to highlight this demand. Earlier another railway Minister, Shri Kedar Pandey, addressing a public meeting from the same platform with the Chief Minister of West Bengal had assured that a fast train will be provided between Purulia and Howrah. Shri Gani Khan Chowdhury, the present Railway Minister had also given an assurance to the people of these places that we will do something in this regard. But almost six months have elapsed and nothing has been done as yet. When we raise the demand for this fast train, at first we were told that there are no terminal facilities available. We raised this question many times in the Parliament as well as in the Consultative Committees. Different types of reply were given to us. Sometimes it was said that this fast train will not be able to enter the existing Kharagpur platform. Then it was said that terminal facilities were not available. Some time ago Shri Chowdhury said in the Consultative Committee meeting that the existing metre gauge terminal facilities at Purulia can be converted into broad-gauge terminal by spending some amount on that. But as yet no steps have been taken in this regard.

Sir, there is one passenger train running between Hathia and Howrah via Bankura, Purulia and Kharagpur. We met the hon. Minister and he had assured before the representatives of that area that the steam engine provided on that train between Kharagpur and Kathia will be replaced by a diesel engine. The General Manager and D.R.M. who accompanied the Minister had also given this assurance but nothing has been done about this. Moreover, this train runs between Howrah and Kharagpur with electric engine and at Kharagpur the same is replaced by steam engine to steam engine takes about 50 minutes- The train stands on the platform for 50 minutes and consequently always runs late. We have raised this question again and again. The steam engine that is provided also goes out of order on the way very frequently. The promised diesel engine has also not been provided. You have also said that you will take up the electrification of the Kharagpur-Adra Section in a phased manner, and the Kharagpur-Midnapore Section is being taken up. But in the budget papers we do not find any allocation provided for this purpose. We do not know on what basis you had given this assurance.

Another thing Sir, the Neelachal Express runs from Delhi to Puri. We had suggested to the railway officers in the presence of Shri Ghani Khan Chowdhury that this train may be diverted twice a week via Adra and Kharagpur. This train at present goes to Kharagpur via Tatanagar and Rourkela. If that is diverted from Gomoh and goes

** The Original speech was delivered in Bengali.

(Shri Ajit Kumar Saha)

to Kharagpur via Adra, then it will save a distance of about 70 Kms. and the people of the backward districts of Bankura and Purulia will find it convenient to travel to Delhi and Puri. The reply given to us was "why are you asking for this route only twice a week? You take it on a regular basis. We will arrange for that." But we have not got this facility as yet even twice a week.

Sir, we had told the hon. Minister that we, the people of Bankura have to go to Durgapur by bus to make reservations for Delhi or Howrah. The people of Bankura are facing great difficulty on this score. Even the MPs and MLAs who can get so many facilities, find it difficult what to say of the public! Therefore we had requested the hon Minister to open a ticket counter of Eastern railway also at Bankura where a booking office of the South Eastern railway is already there. This will help us to get booking for Delhi and other paces in Bankura itself. This too has not been done as yet.

Sir, the hon. Minister was incharge of the 'energy' portfolio some time back. He is well aware that huge stocks of high grade coal has been found at Mejhia in Bankura. This coal deposit can be used for 100 years or more. Now to transport that high grade coal to other parts of the country it is essential to construct the new Mejia-Bankura railway line urgently. The West Bengal Government set up a Committee in this regard. That Committee has also reported that this railway line is absolutely essential and should be constructed immediately. When Shri Chaudhury was Energy Minister, he had written to us that this railway line was very important and that we should contact the (then) Railway Minister in this connection. But there is no provision for this railway line in the Sixth Five Year Plan and we do not know whether any provision has been made in the Seventh Five Year Plan also. If this is done then many coal based industries can come up in Bankura and the poor people of this backward district can be benefited to a great extent. Only two days ago, in reply to a question the Minister of Industries Shri N. D. Tiwari had stated that in the backward regions the enterpreneurs are not interested to set up industries in spite of subsidies because of lack of infrastructure. Now if we want to develop backward regions and want to remove regional imbalances, then infrastructure has to be provided in the backward areas. Apart from new railway lines other facilities also have to be provided. Unfortunately no new railway lines have come up in these backward areas. Not only that, even the existing lines constructed in the British days are in very poor condition. There is great deterioration. If the hon. Minister pays some attention to them it will be of great help. The enterpreneurs will be encouraged to set up industries in these backward regions.

Sir, the hon. Minister is aware that there is a metre gauge railway line in Bankura called the BDR. Railways. On that line formerly 3 pairs of trains used to run. That has at present been curtailed to only one pair. The poor people of Bankura and Purulia have to travel to Burdwan, Hoogly and Howrah at the time of

harvesting. This is the only train available to them. Due to the reduction in the number of trains these poor people are in great distress. Even the existing railway track has not been renovated at any time. Sir, you will be astonished to hear that even the steam locomotive handling that metre gauge train is of 1938 vintage. No. renovation or modernisation has even been thought of. I will request the hon. Minister to convert this age old metre gauge BDR line into broad gauge and to cannot it with Burdwan. The poor people of this backward belt will be greatly benefited through these steps and will be grateful to the hon. Minister With that Sir, I conclude my speech.

श्री जयराम वर्मा (फैजाबाद) : सभापति, महोदय, मैं प्रस्तुत रेलवे बजट का समर्थन करता हूं । माननीय मंत्री जी की अपने काम में तत्परता, रेलवे प्रशासन में चुस्ती, कठोर परिश्रम, तथा संरक्षा सुरक्षा, समय पालन की घोषणा को पूरा करने के उनके नेक इरादे, माल यातायात और दूसरे सुधार कार्यों में बढ़ावा जो हुआ है, उसको जारी रखने आदि उनके प्रयासों के लिए मैं उनको बधाई देता हूं ।

यह अच्छी बात है कि माननीय मंत्री जी ने अपने क्षेत्राधिकार के भीतर सुधार करने, संसाधनों का सदुपयोग करने और उन्हें अधिकाधिक लाभदायक बनाने के लिए दृढ़-प्रतिज्ञ हैं । पुराने रेल पथों, सवारी और माल के डिब्ब के बदलाव के बकाया काम को निपटाना, उनकी मरम्मत एवं अनुरक्षण के मामले में तेजी लाने के उपाय के लिए भी मैं उनको बधाई देता हूं

यह भी बड़ी अच्छी बात है कि ट्रंक लाइनों पर सप्ताह में गाड़ियो को अधिक बार चलाकर, ट्रेनों में डिब्बे की संख्या बढ़ाकर, उन्हें खींचने के लिए दो इंजन लगाकार जनता को अधिक सुविधा दी जा रही है, उसके लिए भी वे बधाई के पात्र हैं । कर्मचारियों के सहयोग से मानवीय भूलों को कम करने का प्रयास है, यह भी अच्छी बात है । इन सब बातों से ऐसा लगता है कि अब रेलें ठीक चलेंगी, समय पर चलेंगी, संरक्षित और सुरक्षित चलेंगी और इससे हमारी अर्थ-व्यवस्था को बल मिलेगा तथा देश भी ठीक से चल सकेगा क्योंकि कहा जाता है कि जब रेलें चलती हैं तो देश भी चलता है ।

यह भी प्रसन्नता की बात है कि नये डिजाइन के और अधिक क्षमता वाले माल डिब्बों के निर्माण के लिए और पटियाला में डीजल इंजन के पुरजों को बनाने के लिए कारखाने की स्थापना द्वारा आधुनिकीकरण की व्यवस्था की गई है । इस कार्यक्रम को कर्जा लेकर पूरा करने का काम किया जा रहा है । यह भी एक अच्छी बात है ।

मूल्यह्रास आरक्षित निधि में 500 करोड़ के स्थान पर 850 करोड़ की व्यवस्था की गई है और जो रेल कन्वेंशन समिति ने लाभांश को 6 प्रतिशत से साढ़े 6 प्रतिशत कर दिया है उसके कारण लाभांश दायित्व 465.47 करोड़ हो गई है । इसकी व्यवस्था करने के लिए मंत्री जी मजबूर हुये हैं कि नये संसाधन जुटायें । रेलों के सुधार के लिए भी संसाधन जुटाना आवश्यक है । इस के लिए उन्हें माल-भाड़े

[श्री जयराम वर्मा]

और यात्री किराये में वृद्धि करनी पड़ी । यात्री किराए में 178.90 करोड़ की वृद्धि की गई है और माल-भाड़े में 310 करोड़ की वृद्धि की गई है । इस प्रकार से 488.90 करोड़ की व्यवस्था की गई है । जैसा कि मैंने पहले ही कहा इसको पूरा करने के लिए संसाधन जुटाना जरूरी था । लेकिन मैं मंत्री जी से प्रार्थना करना चाहता हूं कि अगर वे इसमें कुछ थाड़ी सी कमी कर सकें तो अच्छा होगा । द्वितीय श्रेणी के यातायात में अगर वे कोई वृद्धि न करें या वृद्धि को कम कर दें, जिससे कि गरीब पसेंजर्स पर ज्यादा भार न पड़े, तो यह अच्छी बात होगी । मंत्री जी ने द्वितीय श्रेणी की एक्सएस और मेल गाड़ियों में कम से कम दो रुपए किराया रखा है, यदि वे दो रुपए के बजाए एक रुपया कर दें तो यह अच्छी बात होगी । इसी प्रकार से साधारण गाड़ियों में जहां उन्होंने कम से कम 80 पैसा किराया रखा है उसको भी यदि 50 पैसा कर दें तो बहुत अच्छा होगा ।

इसी प्रकार से खाद्यान्न और चीनी आदि के माल भाड़े में जो वृद्धि की गई है उसे भी यदि मंत्री जी कम कर सकें तो अच्छी बात होगी ।

इतना कहने के बाद मैं मंत्री जी का ध्यान अपने निर्वाचन क्षेत्र की ओर ले जाना चाहूंगा । उत्तर प्रदेश में मैं फैजाबाद मेरा निर्वाचन क्षेत्र है जिसमें भगवान राम की जन्म भूमि अयोध्या भी आती है । हमारा जिला सदा काफी उपेक्षित रहा है ।

हम लोग बराबर उसके विकास के लिए प्रयास करते रहे, लेकिन उस ओर ध्यान कम दिया गया है । हमारे जिले की एक निम्नवत मांग रही है । एक छोटी मीटर गेज की लाइन मनकापुर से कटरा तक आती है, महज 30 किलोमीटर की लाइन है । लखनऊ–बाराबंकी–गोरखपुर, उससे आगे तक यह लाइन ब्राड गेज बन गई है सिर्फ यह 30 किलोमीटर गेज ही रह गयी हैं ब्राड गेज में बदल दिया जाए । सरजू पर पुल बनाकर उसको अयोध्या तक आगे बढ़ा दिया जाए । मनकापुर से जो गाड़ी चले वह अयोध्या होते हुये प्रयागराज तक चलें । इस प्रकार यह ट्रेन इलाहाबाद और मनकापुर के बीच में चलेगी । फैजाबाद से इलाहाबाद के लिये तीनों गाड़ियों में से कोई भी फास्ट ट्रेन नहीं है और उनमें डिब्बे भी बिल्कुल खराब हैं । यदि इस जगह के लिए कोई फास्ट ट्रेन न दें तो बहुत अच्छा हो जाएगा । हमारे फैजाबाद में आचार्य नरेन्द्र देव नगर स्टेशन है, जो देश के प्रसिद्ध समाजवादी नेता आचार्य नरेन्द्र देव के नाम पर रखा गया है । इसके लिए भी कहा गया है कि इसको अपग्रेड किया जाये, दरख्वास्त पांडे जी के मंत्रित्वकाल में भी रही है । जब वे एक मई, 1981 को फैजाबाद गये थे और वहां के लोगों ने उनसे मांग की तो पांडे जी की कृपा रही और इसको आवश्यक समझकर अयोध्या के विकास के लिए पब्लिक मीटिंग में ऐलान कर दिया कि मनकापुर-कटरा लाइन को ब्राड गेज में बदल दिया जाएगा और सरयू पर पुल बनेगा और वह ट्रेन एक्सटेंड की जाएगी । मनकापुर से अयोध्या होते हुये वह इलाहाबाद तक चलेगी । यह भी एनाउंस कर दिया गया कि आचार्य नरेन्द्रदेव स्टेशन को अपग्रेड किया जाएगा । उसकी सेवाओं को बढ़ाया जाएगा । लेकिन मंत्री जी के इस एलान को खटाई में डाल दिया और कह दिया गया कि यदि इस लाइन को बढ़ाया जाएगा तो उसमें यात्री मौसमी यात्री होंगे । मेरी दृष्टि में यदि ऐसा

कर दिया जाए, तो इलाहाबाद के लिए रास्ता बहुत छोटा हो जाता है । 187 किलोमीटर की कमी हो जाती है, इतनी दूरी कम हो जाएगी । गोरखपुर डिवीजन का हाई कोर्ट इलाहाबाद में है । गोरखपुर डिवीजन के लोगों को हाईकोर्ट वाले अपने मामलों में इलाहाबाद जाना पड़ता है । इसलिए ये यात्री कोई मौसमी यात्री नहीं होंगे । यदि इसको कर दिया जाएगा तो कितने पैसे की बचत हो जाएगी और वहां के लोगों और पूर्व से आने वाले लोगों को काफी सुविधा हो जाएगी । लेकिन अधिकारियों ने उसको खटाई में डाल दिया । यह कह दिया गया कि जरूरी नहीं है ।

आचार्य नरेन्द्र देव स्टेशन को अप-ग्रेड तो किया, लेकिन केवल स्टेशन मास्टर के लिए ए० एस० एम० के लिए नहीं किया जो पूरा लाभ मिलना चाहिये था, वह नहीं मिल रहा है । चार-पांच वर्षों के अन्दर उस स्टेशन की आमदनी दुगुने से ज्यादा हो गई है । वहां पर हर गाड़ी रुकती है । शहर के लोग चाहते हैं कि यदि माल गाड़ियां यहां पर रुक सकें और माल यहां पर उतर सके तो बहुत अच्छी बात होगी । इसलिए मैं कहना चाहता हूं कि दूसरा प्लेटफार्म जो नीचे हैं, उसको ऊंचा किया जाए और वगन की साइडिंग की व्यवस्था को और बढ़ा दिया जाए । परिणाम यह होगा कि वे लोग जो आज रेल से माल नहीं मंगाते हैं, ट्रक्स से मंगाते हैं, उन को आसानी हो जायेगी और वे ट्रेनों से माल मंगाने लगेंगे तथा इस से हमारे मालभाड़े की आमदनी में वृद्धि हो जायगी इस सम्बंध में जो पिछले रेल मंत्री थे, श्री केदार पांडे जी, उन्होंने घोषणा भी की थी, अब यह आप का कर्त्तव्य है कि आप इस पर ठीक से ध्यान दें तथा उनकी घोषणा को पूरा करने की कोशिश करें । मुझे भरोसा है कि हमारे मंत्री जी, जो धार्मिक भावना रखते हैं, के होते हुए आगे से इस पवित्र धर्म स्थान अयोध्या की उपेक्षा नहीं होगी तथा जो सुझाव मैंने रखे हैं वे उन को अवश्य पूरा करेंगे ।

मेरे क्षेत्र में एक तहसील हैडक्वार्टर "बीकापुर" है, उस का एक स्टेशन "मलेथूकनक" एक फ्लैग स्टेशन है, जिस का नतीजा यह हो रहा है कि तहसील हैडक्वार्टर जाने वाले लोगों को बहुत परेशानी होती है । मेरा निवेदन है कि उसको क्रासिंग-स्टेशन में बदल दिया जाय तथा जो सुविधायें वहां नहीं हैं, वे दे दी जाय ।

हमारे यहां एक रेलगाड़ी साबरमती से फैजाबाद के लिये चलती है । फैजाबाद एक पूर्वी जिला है तथा बहुत पिछड़ा हुआ जिला है । यह गाड़ी बहुत लम्बी है, फिर भी पैसेन्जर गाड़ी की तरह चलती है तथा बहुत से स्टेशनों पर रुकती है और रोजाना 6–6 घंटे लेट होती है । एक बार जो इस ट्रेन से सफर कर लेता है, वह कान पकड़ लेता है कि दूसरी बार इस ट्रेन से सफर नहीं करूंगा । मैं चाहता हू कि इस को फास्ट-ट्रेन किया जाय पहले यह ट्रेन वाराणासी तक जाती थी, लेकिन अब इसको फैजाबाद में रोक दिया जाता है तथा फैजाबाद से एक लिंक-एक्सप्रेस वाराणासी के लिये जाती है । नतीजा यह है कि लिंक-एक्सप्रैस साबमती एक्सप्रेस का इंतजार नहीं करती है और चली जाती है । बहुत बार ऐसा होता है जो पैसेन्जर उस गाड़ी से वाराणासी के लिये आते हैं उन को फैजाबाद में रुकना पड़ता है । इस लिये इस लिंक-एक्सप्रेस की कोई जरूरत नहीं है, ऐसी व्यवस्था की जाय जिस से यही ट्रेन वहां तक जाय ।

[श्री जयराम वर्मा]

हमारा पूर्वी जिला बहुत पिछड़ा जिला है । हमारे जिले के बहुत से लोग बम्बई में काम करते हैं, लेकिन बम्बई से फैजाबाद के लिये कोई डायरेक्ट ट्रेन नही है । मैं दूसरे सदस्यों की तरह से किसी नई ट्रेन के चलाने की मांग नहीं कर रहा हू, मैं सिफ इतना सुझाव देना चाहता हूं कि हमारे यहां से सियालदह एक्सप्रेस गुजरती है उस में यदि एक बोगी जोड़ दी जाय, जो लखनऊ में 116 डाउन गाड़ी जो बम्बई जाती है, में जोड़ दी जाय तो उस से हमारे जिले के लोगों को बहुत सुविधा हो जायगी । इसी तरह से उधर से आने वाली ट्रेन 115 अप में वह बोगी जोड़ दी जाय तो वहां से फैजाबाद आने वाले लोगों के लिये सुविधा हो जायगी । इस के साथ मैं यह भी प्रार्थना करता हू कि उस बोगी में मालीपुर, अकबरपुर, गुसाईगंज, और अयोध्या के लिये कोटा होना चाहिये, जिस से कि इस जिले के लोगों के लिये सुविधा हो जाय ।

एक निवेदन यह है कि एक ट्रेन 83 अप और 84 डाउन वाराणसी से दिल्ली के बीच में चलती है । यह गाडी चार दिन फैजाबाद होकर जाती है और तीन दिन सुलतानपुर हो कर जाती है । पहले तो यह ठीक चल रही थी, लेकिन अब ऐसा कर दिया गया है कि जिस दिन अप ट्रेन चलती है, उस दिन डाउन ट्रेन उस मार्ग से दो दिन नही चलती है। मेरा निवेदन यह है कि जिस दिन वाराणासी से अप ट्रेन चले उसी दिन डाउन ट्रेन भी वहां जाय । इस में पैसेन्जर्स को आसानी होगी । इस में किसी तरह के खर्चे की बात नहीं है । मुझे अपने रेल मत्री जी पर पूरा भरोसा है, वे इस पर हमदर्दी से विचार करेंगे तथा हमारे जिले की आज तक जो उपेक्षा हुई है उस की पूर्ति वे अवश्य करेंगे ।

क्योंकि उनका अपना खुद का इरादा यह है कि जहां पर सुविधाए कम हैं, वहां सुवधाओं को बढ़ाया जाय और पेसेंजर्स के लिए तरह तरह के आराम की चीजें की जाए, उन्हें मुहैया किया जाए । इसी ख्याल से मैंने अपने ये सुझाव मंत्री जी के सामने रखे है । मुझे आशा है कि अपने इस उद्देश्य में सफल होंगे और मंत्री जी मेरे सुझावों पर भी विचार करेंगे ।

श्री केशवराव पारधी (भंडारा) : सभापति महोदय, आदरणीय रेल मंत्री जी ने जो रेलवे बजट रखा है, उसका समर्थन करने के लिए मैं खड़ा हुआ हूं ।

2031 hrs.

(Mr. Deputy Speaker *in the Chair*)

उपाध्यक्ष महोदय, रेल मंत्री जी ने अपने भाषण में संरक्षण, सुरक्षा और समयपालन का नारा दिया है। यह सचमुच में अच्छा नारा है और मैं प्रार्थना करना चाहूंगा कि जो नारा दिया गया है, उस पर काम भी हो। अगर रेलें समय पर चलती हैं तो लोग समझते हैं कि हमारा देश भी बराबर समय पर चल रहा है, ठीक चल रहा है । इसलिए यह आवश्यक है कि आने वाले समय में इस पर अच्छी तरह से काम हो ।

उपाध्यक्ष महोदय, बजट में बहुत सारी बातें कही गयी है । मैं उन सब बातों पर तो चर्चा नहीं करूंगा लेकिन कुछ बातें कहना चाहूंगा । मंत्री जी ने दिल्ली-बम्बई, दिल्ली-हावड़ा, राजधानी ग्रेट ट्रेक , आंध्र प्रदेश, कर्नाटक-केरल एक्सप्रेस और मीटर गेज पर दिल्ली-अहमादाबाद और दिल्ली-जोधपुर गाड़ियां राजधानी एक्सप्रैस की तरह चलाने का हैये साल में जो कार्यक्रम बनाया है, उसके लिये वे धन्यवाद के पात्र हैं ।

माननीय मंत्री जी ने आरक्षण प्रक्रिया में सुधार करने और दिल्ली एरिया में कम्प्यूटर द्वारा आरक्षण करने की व्यवस्था की है. इसके लिए भी वे बधाई के पात्र हैं ।

उपाध्यक्ष महोदय, मंत्री जी ने रेल दुर्घटनाओं को रोकने की तरफ भी विशेष ध्यान दिया है। विद्युतीकरण के बारे में भी वे ध्यान दे रहे हैं । छठी पंचवर्षीय योजना में 2800 किलोमीटर की तुलना में 2500 किलोमीटर का विद्युतीकरण करने की बात कही गयी है । यह भी अच्छा काम है ।

रेलवे बजट में जो बात कही गयी है है, अगर उसी माफिक काम होवे तो जो लोग बहुत-सी बातें कहते हैं, उन बातों को दूर किया जा सकता है । इस बजट पर बोलते हुए बहुत से माननीय सदस्यों ने बहुत सी बातें कही हैं । मैं विदर्भ क्षेत्र से आता हूं । मेरा भंडारा जिला महाराष्ट्र में जरूर है लेकिन यह पिछड़ा हुआ एरिया है । रेलों में इलेक्ट्रिफिकेशन का काम बम्बई से भुसावल तक आ गया, उधर हावड़ा से दुर्ग तक आ गया लेकिन दुर्ग से भुसावल तक का प्रोग्राम पीछे डाल दिया गया है । दुर्ग से भुसावल के बीच का प्रोग्राम पहले लाया गया था जो कि अब पीछे पड़ गया है । भुसावल से नागपुर तक के लिए प्रोग्राम हाथ में लिया गया था । उसके लिए आपका पूरा स्टाफ वहां नागपुर में 15 हजार रुपये महीने के किराये पर मकान ले कर बैठा हुआ है, लेकिन उस एरिये से भुसावल से नागपुर तक का काम अभी भी शुरू नहीं हुआ है ।

MR. DEPUTY-SPEAKER: How many lines do you want? You say it.

श्री केशवराव पारधी : दो तीन दिन पहले मेरा नाम ऊपर था । लेकिन बाद में नीचे आ गया । मुझे बोलने दीजिए ।

MR. DEPUTY-SPEAKER: I am suggesting that whatever you demand, you may mention.

श्री केशवराव पारधी : उपाध्यक्ष महोदय, हम लिख कर भी देते हैं । लेकिन लोगों की निगाह की दृष्टि से अगर हम इस हाउस में न बोलें तो हम यहां काहे को आते हैं । बोलने वालों में मेरा नाम बहुत ऊपर था लेकिन वह नीचे आ गया । जो लोग प्रयत्न करते हैं, उनके नाम ऊपर आ जाते हैं और दूसरों के नाम नीचे चले जाते हैं ।

MR. DEPUTY-SPEAKER: No, no. It is correct. The names have been called strictly according to priority. You see the list that was given to me. We are not concerned who must follow whom.

श्री केशवराव पारधी : उपाध्यक्ष महोदय, मैं इलेक्ट्रिफिकेशन के बारे में कह रहा था कि भुसावल से नागपुर तक और नागपुर से दुर्ग तक का इलेक्ट्रिफिकेशन का काम पूरा हो जाने से बोम्बे-हवाड़ा लाइन का काम पूरा हो जाता है । इससे उस लाइन पर काफी अच्छा काम हो सकेगा क्योंकि उस लाइन पर भिलाई जैसे स्टील के बड़े बड़े कारखाने हैं, फेरो मेंगनीज और पेपर के भी कारखाने हैं । इलेक्ट्रिक के भी उस एरिये में कारखाने हैं । मैंगनीज और तांबे की माईन्स हैं ।

उपाध्यक्ष महोदय, चन्द्रपुर से जबलपुर वाया गोन्दिया होते हुए छोटी लाईन है । इस लाईन को ब्राडगेज करने के लिए सर्वे भी हो चुका है और इसके लिए मध्य प्रदेश सरकार ने स्लीपर वगैरह देने के लिए स्वीकृति भी दी है । सर्वे होने के बावजूद भी अभी तक काम शुरू नहीं किया गया है । 1980 में उस समय के रेलवे मंत्री श्री कमलापति त्रिपाठी जी ने अपने बजट भाषण में इस रेल लाईन को ब्राड गेज करने के लिए कहा था ।

[श्री केसरराव पारधी]

यह रेलवे लाईन डिफन्स की दृष्टि से भी आवश्यक है निरोड़ी से कटनी रेलवे लाईन जोड़ना भी आवश्यक है । मंत्री जी से मेरी प्रार्थना है कि भन्डारा रोड से जवाहर नगर के लिए भी पैसेन्जर ट्रेन चलायी जाए । डिफेन्स फैक्टरी के लोगों ने भी मांग की है कि वहां पर पैसेन्जर ट्रेन चलायी जाए। पिछली दो-ढाईसालों से मैं मांग रहा रहा हूं और माननीय प्रधान मंत्री श्रीमती गांधी से भी मिला था । उनकी तरफ से भी रेल मंत्रालय को यह गाड़ी चलाने के लिए लिखा गया है ।

कुछ माननीय सदस्यों ने कहा कि मंत्री जी ने भाड़ा बढ़ा दिया है जो बसों से ज्यादा हो गया है । लेकिन, मैं कहना चाहता हूं कि जो भाड़ा बस से भंडारा रोड से जवाहर नगर तक लगता है वह चार रुपए है और रेल का सिर्फ डेढ़ या दो रुपए है । इसी प्रकार, सुमसर रोड से नागपुर तक बस से 12 रुपए लगते हैं जबकि पैसेन्जर ट्रेन में पांच रुपए ही लगते हैं । देश में रेलवे को दुरस्त रखने के लिए यह आवश्यक है कि पैसेन्जर्स की सुविधाओं की ओर भी देखा जाए ।

मेरे क्षेत्र भन्डारा जिले में भंडारा रोड स्टेशन पर आधे-आधे घंटे तक गेट बन्द रहता है । अगर किसी बीमार व्यक्ति को भी ले जाना हो तो उसको भी काफी तकलीफ का सामना करना पड़ता है । वहां पर ओवर-ब्रिज के लिए मन्जूरी हो चुकी है लेकिन अभी तक यह यह काम शुरू नहीं किया गया है । इसी तरह तुमसे रोड सासगांव में भी भी ओवरब्रिज जरुरी है । माननीय मंत्री जी इस तरफ अवश्य ध्यान दें ।

भिलाई से त्रिवेन्द्रम तक वाया नागपुर दक्षिण के लिए गाड़ी चलाने के लिए भिलाई स्टील प्लान्ट में आन्दोलन भी हुआ ? मेरी प्रार्थना है कि यह गाड़ी अवश्य चलायी जाय । उसी प्रकार हावड़ा से वम्बई वन-डाउन और 2-अप मेल तथा गीताजंली एक्सप्रैस ट्रेन चलती हैं। गीताजंली में तो बोगियां ठीक होती हैं लेकिन वन-डाउन और 2-अप मेल में बोगियां ठीक नहीं रहती न तो साफ-सफाई ठीक होती है और न ही खाने का इन्जाम ठीक होता है । मेरी मंत्री जी से प्रार्थना है कि इन बातों का अवश्य ध्यान रखा जाए ।

ए० पी० और तमिलनाडु एक्सप्रेस में भी अच्छे डिब्बे लगते हैं ।हावड़ा एक्सप्रेस में फर्स्ट क्लास की एक ही बोगी होती है जबकि पहले तीन-तीन लगती थी । फर्स्ट क्लास में पैसेन्जर्स की सीटें बुक होती हैं लेकिन जगह न होने पर उन्हें सैकण्ड क्लास थ्री टायर में सफर करना पड़ता है । इसी प्रकार महाराष्ट्र एक्सप्रेस नागपुर से कोल्हापुर तक चलती है। वह गोन्दिया से कोल्हापुर तक चलनी चाहिए । मेरी प्रार्थना है कि इस ओर भी ध्यान दिया जाना चाहिये । जिस मुताबिक उसका महाराष्ट्र एक्सप्रेस नाम है इसलिये गोंदिया से कोल्हापुर तक चलाया जाय । कहा जाता है कि गोंदिया में टर्मिनल की व्यवस्था नहीं है । लेकिन मैं इसको नहीं मानता हूं । वहां व्यवस्था हो सकती है । मैं चाहूंगा कि इस एक्सप्रेस को चलाया जाय ।

माल डिब्बों के कारखानों के बारे में मेरा निवेदन है कि जैसा रेल मंत्री ने अपने भाषण के पेज 11 पर लिखा है कि भोपाल, तिरुपति, गुन्तपल्ली,

भुवनेश्वर, न्यू बोनगाईगांव, माल्दा, गोल्डन राक और कृष्णाराजपुरम में माल डिब्बे के कारखाने खोले जायेंगे, मैं चाहूंगा कि नागपुर में भी, जो विदर्भ एरिया का सबसे बड़ा शहर है और जहां माल डिब्बे का कारखाना बनाने के लिये कहा गया था, इसलिये नागपुर में यह कारखाना खोला जाय या अमरावती में बनाया जाय। मेरा निवेदन है कि नागपुर के बारे में आप सोचें और माल डिब्बे का कारखाना या मरम्मत करने वाला कारखाना वहां अवश्य खोला जाय।

20 सूत्री कार्यक्रम के अन्तर्गत आपने कहा है कि रेलवे लाइन के दोनों तरफ़ झाड़ लगाने का कार्यक्रम है। मेरा निवेदन है कि रेलवे लाइन के दोनों तरफ़ काफ़ी जमीन है अगर उसकी लोगों को खेती करने के लिये दिया जाएगा तो काफ़ी उत्पादन बढ़ सकता है। यह अच्छी बात है।

अन्त में मेरा निवेदन है कि विदर्भ एरिया के लिये जो बातें मैंने कहीं हैं उन पर आप ध्यान देंगे ऐसी प्रार्थना करता हूं, और रेल बजट का समर्थन करता हूं।

श्री कृष्ण प्रताप सिंह (महाराजगंज): उपाध्यक्ष महोदय, मैं अपने क्षेत्र की कुछ बातें सामने रखना चाहता हूं, इसीलिये मैं खड़ा हुआ हूं। वैसे मैं मंत्री महोदय को इस बात के लिये धन्यवाद देता हूं इस तरह का रेल बजट उन्होंने प्रस्तुत किया है और साथ ही लम्बे समय से रेल बजट पर बहस में भाग लेने वाले सदस्यों की समस्याओं को सुन रहे हैं। मेरे यहां की दो समस्यायें हैं जिसको कई बार मैं कह चुका हूं, आज भी फिर कहना चाहता हूं। हमारे यहां ऐन०ई० रेलवे का जो मान परिवर्तन किया गया है उसका पूर्ण उपयोग नहीं हो रहा है। छपरा जो उत्तरी बिहार का क्षेत्र है वह इस देश का घनी आबादी वाला जिला है और पहले हमारे इलाके के लोग मालदा या असम, बंगाल में जा कर श्रमिक का काम करते थे। लेकिन आज दिल्ली, हरियाणा और पंजाब की तरफ़ जा रहे हैं। और जो यात्री आते हैं उनको काफ़ी कठिनाई का सामना करना पड़ता है। कोई सीधी गाड़ी छपरा, सोनपुर और मुजफ्फरपुर तक नहीं है। इसलिये कल जो आप बहस का उत्तर दें तो स्पष्ट घोषणा करें कि एक सीधी गाड़ी मुजफ्फरपुर तक चलायी जायगी। वैसे आपने मौर्य एक्सप्रेस धनबाद से गोरखपुर तक दी है, फिर जमशेदपुर से गोरखपुर के लिये दिये हैं। मैं चाहूंगा कि गोरखपुर से लखनऊ तक जो गाड़ी दी है उसी को बढ़ाकर मुजफ्फरपुर तक कर दें जो लखनऊ से जाती है तो हमारी समस्या हल हो जायगी इसमें आपको साधन जुटाने की आवश्यकता नहीं है। जो गाड़ी लखनऊ से गोरखपुर तक जाती है उसको बढ़ा दिया जाएगा छपरा तक तो हमें सुविधा हो जायगी।

मेरा निर्वाचन क्षेत्र महाराजगंज है जिसका मुख्यालय महाराजगंज है। मान परिवर्तन हुए। बाराबंकी से समस्तीपुर तक 5 मीटर लूप लाइन है। दरौंदा से महाराजगंज सबसे पुरानी रेल लाइन है। अब तक की जो ओरिजनल योजना है, उसमें उसको स्वीकृति दी गई है। बराबर इस सम्बन्ध में उत्तर दिया गया है कि इसको स्वीकृति मिली है। जो हमारा कार्यक्रम है, उसके बाद अगर हम इसकी मुख्य लाइन का कार्य पूरा कर देंगे तो महाराजगंज के मान परिवर्तन का काम शुरू कर देंगे।

4 बार विधान सभा का और पांचवीं बार मुझे लोक सभा का चुनाव वहां से

[श्री कृष्ण प्रताप सिंह]

लड़ने का अवसर मिला है। किसी चुनाव में भी मैंने वायदा नहीं किया है। अब की बार एक वायदा कर के अपने क्षेत्र से आया हूं कि महाराजगंज लाइन, जिसको उखाड़ने की बात है, बन्द करने की बात है, वह उखड़ने नहीं दूंगा। अगर माननीय मंत्री जी चाहते हैं कि मैं फिर महाराजगंज से चुनाव लड़ूं तो मैं आपसे आग्रह करना चाहता हूं कि 7 किलोमीटर लाइन परिवर्तन करना रेलवे के लिए कोई बड़ी बात नहीं है और खासतौर से आपके लिए बिल्कुल बड़ी बात नहीं है क्योंकि आपने जो निर्णय किया है वह पूरा किया है। जहां भी आप रहे हैं वहां आपको सफलता मिली है। मेरा निवेदन है कि इसको स्वीकार किया जाये और कल जब आप इसका जवाब दें तो इस बात की घोषणा कीजिए कि हरौंदा महाराजगंज लाइन को स्वीकृत किया जाता है और इस कार्य को पूरा किया जायेगा। धन्यवाद।

SHRI A. T PATIL (Kolaba): Mr Deputy-Speaker, Sir, I thank you very much for giving me an opportunity to express my views.

I rise to support the budget presented by the hon. Railway Minister. Really speaking, I am congratulating him for taking strong action in matters of policy, as well as programme. I am not just giving him a complement for the sake of compliment but for the action he has taken.

The first thing that he has done is that he has given a go-by to ad-hocism, in the fair structure and made it more rational. That is one of the important things which he has done, for the first time possibly in the history of the railways and, therefore, he deserves congratulations.

He has also enunciated a definite policy. Whether one may agree with it or not is a different matter, but he has definitely initiated a policy, a bold policy, that the existing system shall be kept fit, before embarking upon new works, or expansion of the existing ones. He has thus taken a bold step in these matters for which he deserves compliments and congratulations.

With all that, let me submit that perhaps he might not have been well-acquainted with the recommendations of the various committees, when he has taken these steps. He has stated on page 14 of his budget speech:

> "I am confident that the House will agree with me that it serves no purpose in making new starts while allowing the continuing works to drag on. My first effort would, therefore, be to complete the on-going schemes as quickly as possible within the available resources so that maximum benefit from investments could be had at the earliest."

This is one statement. In another statement he says:

> "The House will appreciate that the inclusion of a large number of new surveys will serve no purpose. Apart from the physical constraints in carrying them out, it will also involve wastage of scarce resources since many of the projects covered by them may not qualify for being taken up for execution."

Then he says:

> "There are as many as 40 on-going new line projects requiring an estimated outlay, at current prices, of Rs. 870 crores for their completion. As against this, we have been able to make an allocation of only Rs. 70 crores for new line projects. Similarly the sanctioned projects of gauge conversions need around Rs. 600 crores for their completion. Within the Plan allocation, we have been able to allocate only Rs. 50 crores for these projects."

Taking these policy statements and the fact together, it means that we will not have to demand or claim or ask for any new proects or new lines for atleast 15 years because according to his calculation, it will take 12 years, but by that time escalation will take

place and it will take 20 years. So, for 20 years the people's representatives in the House have been tied down by the commitments made by them some time back. Can we abdicate our powers which have been conferred upon us by the Constitution to claim what is necessary for the nation? Therefore, I would very humbly request the hon. Minister to review his policy statement with reference to this. For this purpose, I had already said that perhaps things might not have been made clear to him.

Now, I would invite his attention to the Report of the National Transport Policy Committee—not merely the Railway Reforms Committee or the Railway Tariff Inquiry Committee, but also the Report of the National Transport Policy Committee which has also been taken into consideration by the Railway Reforms Committee. But then these things are necessary to look into. On page 157, the Report of the National Transport Policy Committee speaks about the policy of new railway lines and it begins with statistics etc. On page 161, it gives the criteria for choice of new railway lines. In fact, the language of the Report of the Committee on page 162 is as follows :—

"It has been represented to the Committee that the present pattern of concentration of growth in certain areas, with its accumulated probems of congestion, cannot be overcome without establishing new growth centres and that, if such new growth centres are to attract industrial activity rail connection are necessary.'

The Report further says:

"Efforts have to be continuously made to develop underdeveloped regions through wide-ranging government intervention. These underdeveloped regions are often at a disadvantage because of their inaccessibility.'

And then, finally the Committee opines:

"We feel that a "non-rail" situation will not help development and exploitation of natural resources if they exist on an appreciable scale. Therefore, any region where natural resources on a large scale are evidently available an integrated plan should be evolved to develop new growth centres and promote economic activity, the provision of a new rail line being an element in such development plans, In these schemes socio-economic benefits should have priority over purely financial consideratios."

Therefore, in the policy statement which the hon. Minister made in his speech that it will be a waste etc., his attention should be drawn to these recommendations of the Committee wherein it says.

"In these schemes socio-economic benefits should have priority over purely financial considerations. It may, therefore, be necessary to undertake projects which may yield a lower return than the stipulated 6.75 per cent."

My submission, therefore, to this House and to the Government will be that this policy statement which the hon. Minister has made in his speech needs revision with reference to various recommendations which have been very strenuously and very elaborately made by the various Committees and if they had been overlooked, perhaps we will be going on the wrong rail and in order to avoid that sort of accident ,it is necessary that we will have to review this sort of policy which the hon. Minister has ennunciated in his speech.

Sir, if this is to be looked into, I can invite his attenton to the map which has been laid on the Table of the House.

If you look at this map which is supplied to us along with the book of Indian Raiways, 1981-82, without reference to anything else, it will show how big imbalance is there between one region and the other. If this big imbalance is to be removed, then these recommendations, and observations of

[Shri A. T. Patil]

this Committee as well as other committees must be gone through. And, therefore, this policy will require a sort of revision.

No doubt, the committee nas recommended some criteria. They are that the new railway line should fulfil the following objectives. It should be as project-oriented to serve new industries or tap mineral and other resources; to serve as missing links which can form alternative routes to relieve congestion on existing busy rail routes. On strategic considerations; and as developmental line to establish new growth centres or to give access to remote areas.

Now, all these guidelines will have to be taken into consideration for the purpose of reviewing this policy and if this policy is reviewed, then only we can approach the hon. Minister and the Government with some proposals.

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): The hon. Minister should tell the Planning Commission about this. In the First Five Year Plan, when it was revised, the support was 14 per cent. Today, in the Sixth Five Year Plan the support is only 4 per cent.

SHRI A. T. PATIL: Mr. Deputy-Speaker, Sir, let me submit very humbly that the Planning Commission has already allocated certain funds for the development of railways or expansion of railways. I am not mentioning about that. The Plaanning Commission, however, will have to look into the economic conditions of this country and it cannot just allocate something which will make the Goverenment loose its control over the economic situation in this country. And, therefore, the Planning Commission might have taken into consideration certain factors which constrained them to allocate more than what they could to the railways. When I express these things, that is not my point. My point is, if this policy of not taking up or even considering or surveying any railway project but confining themselves only to partly on-going projects, then there can be new lines. No explanation in this country will satisfy the people for 20 years. Why should the Members of Parliament come here and just shout if they cannot get anything? If the hon. Member has given any promise to the people and if it was not fulfilled in his life-time-for 25 years—then it was no promise at all. Now, he has given some promise to the people that he will get the railway line laid or improved in his constituency. Now, if this policy is to be followed by the Government, then the hon. Member will have to wait for 20 to 25 years. Is it the policy of this Government? Is it the approach of this House? Is it the approach of Parliament? Is it the approach of the Government to see that these aspirations of the people should be given a go-by. I am submitting very humbly. It is my Government. I know that the Government should be protected in a proper way.

The only thing is if the officials have not brought these things to the notice of the Government, then, think the officials should re-think on the whole matter and put the record straight before the Government and see that the decision in respect of the policy thereon is taken.

I have spoken about the rationalisation. I will not go into details. But I will simply say that if there is some variation or some modification in this policy, then only we will be having an opportunlity to approach the Government and the hon. Minister with our proposals. There are number of proposals which are being stated. But we have no opportunity to go to the hon. Minister or the Government with certain proposals. Till the policy is revised, I reserve my right to approach the Government for the time-being.

So far as the resources mobilisation is concerned, naturally the resources mobilisation concerns only the fare and freight rates. Here also, I should congratulate the hon. Minister because he has taken a very firm step and he has followed the report and recommendation of the Rail Tariff Enquiry Committee in toto.

21 hrs.

It is Railway Reforms Committee. There are three or four committees. It has stated that the rate should be such and such. Now, while making that statement, the Railway Minister has overcome the traditional or the on-going system of fare structure. For instance, uptil now, the fare structures were differentiated by this percentage.

The second class is taken as 100.

Second Class in Mail and Express was at the level of 133.

Intermediate was at the level of 200 to 225. Second Class 400.

And First Class 800.

Our Railway Minister, for the first time, has taken a very step. For charging the upper class people, according to him, this second class ordinary, if it is taken as base factor or as the basis, as indicating 100, then Second Class Mail or Express 140, Air Condition Chair 300, First Class 550 and ACC 1100 and then he said that the rates in respect of distances will change accordingly. While doing so, he has retained what is known as telescopic system. That was so retained by the Committee.

I have gone through the report of the Committee and also the considerations which had been entertained by them for accepting the telescopic structure of the fare.

According to him, fare system shall be distance-bound. Fare shal gradually decrease on a sliding scale. Tapering is consistent with cost structure etc. Journey cost, for instance, information, ticket sale or ticket collection or similar things. It is absolutely correct. Better utilisation of equipment and staff is possible on longer distance journeys because the longer the distance, the lower is the cost. Fare by longer distance is not more than what a passenger can reasonably accord to pay. All the classes should have the same pattern and set up. Rate structure we have taken 50 paise and according to p. 26 of the speech of the Railway Minister:

"0 KM	50 paise
150 KM	6 P
151 to 400 KM	5 P
401 to 750 KM	4 P
751 to 1200 KM	3.5

Over 1200 KM = 3 P"

So far as the first ground, the journey cost or similarly in respect of length, 50 paise is already provided. For instance, for information, ticket sale, ticket collection, 50 paise has already been provided. If that ground is now removed by making a provision of 50 paise initially whether you travel one KM or 10 KM, 50 paise you must pay and according to the distance, you must pay additionally at the rate of 6 paise or so.

This ground cannot be sustained Better utlisation of equipment and staff is possible on longer distance journeys. Therefore, the longer the distance, the lower the cost. This I can understand. But, tapering from 100 per cet to 50 per cent will go against the Government's anxiety for resource modilisation and, therefore, I will not go deeper into it. I will discuss with the Railway Minister in detail Because it involves mathematical calculations, a little bit of statistics and other things. I would suggest this. Instead of having five different distance-blocks, can we not have—and this has been recommended by the Committee no doubt—there distance-blocks: 1 to 400, 401 to 1200 and 1201 and above? If we can do that, then perhaps it is possible to reduce the burden on the poorer sections of the travellers because 87 per cent of the passengers, according to the passenger population survey taken by the Committee, travel in the lower class and the rest only travel in the upper class, not only that, they travel in Second Class ordinary which is a short-distance travel. In other words the maximum burden falls upon the

[Shri A. T. Patil]

poorest people in the country. If my suggestions are taken into consideration, perhaps it is possible to give relief to the poorer sections of the people in the country.

MR. DEPUTY-SPEAKER: Please try to conclude.

SHRI A. T. PATIL: I did not touch my constituency consistent with the policy or the rule that this is a general discussion.....

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): You are on a bigger horizon.

SHRI A. T. PATIL: I should come to the smaller horizon also because, as my learned friend has already said, we have to come ultimately to that. I will not trouble him much. I will give him sepratately the smaller things. For the purpose of record, however, I will just mention an end.

The first thing which I have to mention is this. According to the principles or the guidelines given by this Committee, the West Coast Railway is a must because it satisfies all the conditions—it is project-oriented, it is a missing link, it is a strategic link, it serves development of backward areas and it is also recommended in the Report. For this purpose the Government, in this Budget, has provided only Rs. 1 crore—for 1983-84. It will insist, I will urge on him, I will request him, to enhance this provision and make it at least Rs. 6.50 crores so that we can go upto a particular stage.

MR. DEPUTY-SPEAKER: Tell him from which source he can get money.

SHRI A. T. PATIL: It is for that purpose that I have stated that we can make an exercise in resource mobilisation in the way in which I have suggested. I have given one instance. But there will be many more. I have no time now to go into other things Otherwise, I would have explained. There are several methods by which there can be resource mobilisation for the benefit of the Railways independent of the allocations made by the Planning Commission.

Secondly, I may invite his attention to Mankhurd-Belapur railway line. . . .

MR. DEPUTY-SPEAKER: That is your constituency problem.

SHRI A. T. PATIL: Yes.

MR. DEPUTY-SPEAKER: Finally Members will come to that only.

SHRI A. T. PATIL: I have already stated that; I was frank enough to say that. That railway line is to be completed by December, 1991. The cost of the railway is estimated at Rs. 75.74 crores, and Rs. 1 crore has been provided in 1983-84. This again is a metropolitan transport project. I will also invite his attention to one more small thing, and that is about acquisition of land for the fourth terminal in Bombay, 52 hectares at Vikroli. I will just suggest to him that instead of Vikhroli, if the terminal is at Kurla, it will be better because according to the note given by the Government, it has to serve the western, eastern and this Mankhurd-Belapur area also. Then the best location will be Kurla. It is not imposible. With respect, I will suggest that there are certain factors which might not have been brought to the notice of the hon. Minister and perhaps he may be inclined to accept—in fact he has accepted this, it appears—this Vikhroli area. I will lost respectfully submit that he can also think over the location of the terminal. A terminal is a must and is a necessity but location also is important. There are certain things which I will explain to him personally if he permits to do so.

With these words, I thank you for the opportunity given to me to express my view although I could not

express them in full and I support this budget in *toto*.

SHRI ERA ANBARASU (Chengalpattu): I was able to hear the speeches of all-the speakers to-day, who have participated in the debate. Some of the members, including Mr. Sultanpuri, have expressed that there is no co-ordinataion between the Railway Ministry and the Planning Commission. I would even go one step further to say that there is no co-ordination between the Railway Ministery Planning Commission ad the Finance Ministry.

The Railways Ministry prepares the projects. The Planning Commission approves or disapproves and the Finance Ministry sometimes sanctions money or not. so this sort of confusion is being created because of the lack of co-ordination. So the solution to the problem would be that the Railway Minister should be a member in the Planning Commision like the Finance Minister. I think that will solve the problem. Not only that the Railway Minister should also have control over the funds If he does not have any control over the funds then he can allocate according to the projects which are being approved. Therefore, I make my submission that the Railway Minister should also be made a Member of the Planning Commission like the Finance Minister.

Coming to the problems of my constituency, for the past 3 years I am harping on the project—providing a double railway line from Madras to Chengleput and upto Villupuram. Every year I am being given an answer that it would be included in the next budget, that it would be considered in the next budget, like that. In fact, last year when I participated in the debate, I went to the extent of telling that I would gherao the Railway Minister if he did not include the project in that year. But when I saw the report, there is no result. I can even sit *dharna* here but that is not fair, because I am representing the ruling party. If everybody wants to sit here for *dharna* for cheap popularity like our Chief Minister, MGR, then the country wil not move. That is not my ambition also. My point is that I want a categorical answer and assurance from the hon. Railway Minister that this double railway line from Madras to Chengleput and upto Villupuram or a broad gauge line will be included or at least in principle the railway Minister should accept it because of the gravity of the situation there. I can explain and elaborate how people from that area are suffering. Mr. Deputy Speaker, Sir, You are aware how people at Madras, especially on the beach line, live. The area is so much overcrowded and that is why they do not have residence at Madras. They live elsewhere—near Chengleput or Tambaram and other places and they come here and go back from Madras and this commuting population is about 25,000. Everyday they come from Chingleput to Madras and go back to Chengleput. Even the season ticket-holders are facing a number of problems. They are unable to travel by express trains. Previously they were allowed but now they have stopped it.

And therefore last year there was a clash between the public and the RPF police. Even responsible persons like bank managers and head clerks ad section officers were booked and arrested. Still the case is pending. I have represented of all these matters. So, such a congestion is going on there. I request the Railway Minister to provide some additional coach attached in any one of the trains passing through Chengleput to provide proper accommodation for the season ticket holders also. So I want an assurance especially for the double line or for this broadgauge line and I hope that in principle the Railway Minister will accept it. I am sure you will attend to this. Otherwise I would humbly say that I will stage a walk-out if you do not include this, and accept this project, which is a

[Shri Era Anbarasu]

long-pending project. This is my request.

I would like to draw the attention of the Railway Minister regarding the dispute in this Southern Railway Mazdoor Union. It is a long pending one. I have written out this affair to the previous Railway Miister Mr. Kedar Pandey and then the other Railway Minister Mr. P. C. Sethi. They did understand the issues involved in it. This Southern Railway Mazdoor Union became two factions due to some difference of opinion. One is led by Mr. Hanumarthappa, the hon. Rajya Sabha Member and another is led by some other person. They are being misguided, not being properly appraised on the real facts. They are being encouraged. Mr. Sethi de-recognised that faction. All of a sudden one fine morning I saw that again that recogition has been restored. It was surprising. Again, I took up the matter with the Prime Minister. Prime Minister issued a very clear instruction. She has understood the problem very well. She issued the instruction to de-recognise that particular faction. But it is strange that that letter has not been placed before this hon. Railway Minister. There is another super-man in the Ministry,—I do not know, I do not now who is this super-man; he may be super Cabinet-Minister; I do not know. I am told that he has caused a circular to be issued by the Cabinet Secretary saying that all correspondence should be routed through the Minister of State of Railways. I do not know who is this superman. Be aware; many Railway Ministers have come and got rolled off. I do not want this confusion to exist in Railway Ministry. This anti-social, anti-national element, who is a close associate of Mr. George Fernandes, who claims to have blown off 20 trains, is being encouraged in the name of Railway Trade Union. This is the real problem in the entire Southern region. Prime Minister was able to appreciate the facts. When hon Prime Minister issued instruction, that letter has not been placed before Railway Minister. I am sorry to say this. I say this with anguish and agony.

I now speak in Tamil.

*With profound sorrow I am saying this. I do not refer to this in a casual manner. This is the reflection of my anguish and agony from the innermost recesses of my heart. I would also make it clear that I am not mentioning this with any sense of vengeance or vindictiveness against any individual: My only concern is that the Railway sector should improve and the Railway workers should flourish. With the efficient functioning of Railways the country should progress. The Railways should play its vital role in the nation's economy.

Sir, you know the maxim that voice of the people is the voice of God (Vox populi, Vix Dei), the significance of which cannot be underestimated in a democracy. The aspirations of the people should be fulfilled. But now, here the Minister's voice has become the voice of God. This should be changed at any cost. I appreciate the bold step taken by our hon Railway Minister. I am not here either to flatter or to butter the Railway Minister. But one should admit the fact that when he has taken such a bold step he should also come forward to check the confusion prevailing in his own department. Otherwise the country will suffer. Railway Administration will suffer.

Again I would like to draw the attention of the Railway Minister about allotment of wagons to salt manufacturers in my constituency. It appears that the Railway Board has taken a decision to allot only open wagons for transportation of salt.

*The original speech was delivered inTamil.

Sir, my constituency consists of many small scale industries, particularly salt manufacturing industries. They find it very difficult to transport the salt especially during the rainy season because of non-availability of covered wagons. I am not able to understand the policy of the Railway Ministry in regred to the allotment of wagons. I am told that the position of wagon availability is very normal and it is available without any difficulty. But I do not know why they cannot allot at least some wagons for the transportation of salt from one place to another. I would therefore request the hon. Railway Minister to change the policy and provide some closed wagons for the transportation of salt.

Sir, last year, I had taken part in the Railway Budget discussion. I had then mentioned that the name of the Grant Trunk Express should be changed to "Bharati Express." All of us knew that we celebrated the Bharati Centenary last year thanks to the Prime Minister. She constituted a Committee for this purpose under the Chairmanship of Shri Kamalapati Tripathi. She understood the problem. She knews the value of the national poet. So, when I made the request last time, it was turned down. Sir, where there is a will, there is a way and therefore,, I submit to the hon. Railway Minister kindly to consider renaming the Grant Trunk Express as' "Bharati Express" in memory of Bharatiar, the national poet.

Sir, I understand that the expansion programme of the Integral Coach Factory at Perambur, Madras, is to be undetaken because of availability of infrastructure facilities in Tamil Nadu. I would request you not to allow anybody to shift the expansion programme of the Integral Coach Factory to some other State. Kindly approve the proposal for the expansion programme in Tamil Nadu itself. Already the A.I.A.D.MK is accusing the Centre Let me not join hands with them on this particular point. I would therefore again submit that the expansion programme of the I.C.F. Madras should be taken up immediately.

Sir, when I was going through the Railway Budget, I found that the suburban season-fares have been increased by 68 per cent. In terms of percentage, the second-class railway fares are more than those of the first class fares. The first-class fare from Madras to Delhi has gone up by 5 percent, while the second-class fare has gone up by 10 per cent. The freight rates have gone up by 9 per cent. Hence, it is unreasonable and illogical to increase the second-class fares. I would, therefore, suggest that the hon. Minister may kindly have a second-look in this respect and reduce the second-class fare.

MR. DEPUTY-SPEAKER: How is it possible? On one side, you are giving suggestions and on the other you are opposing them.

SHRI ERA ANBARASU : Out of the total revenue of Rs. 488.9 crores, Rs. 178.9 crores are from hike in fares and Rs. 310 crores are through freight increase. These figures are not from my fertile imagination. These have been given by the Rinancial Commissioner of the Railway Board to the Press, after the presentation of the Budget. I wonder why should Railways continue to lose Rs. 400 crores a year on passenger services, when there have been regular doses of fare and freight increase year after year!

At the very outset, I would suggest that when the Centre is allowing the loans given to public sector undertakings to become part of the capital structure, the Railways should not be burdened with contribution to General Revenues on the old and dilapidated assets. For example, when 18,000 kilometres of track are in need of immediate replacement and renewal, what kind of contribution can be made to the General Revenues on this asset which requires replacement and renewal. There is 15 per cent shortage in the capacity for overhauling wagons and coaches. Thousands of wagons and coaches need replacement.

[Shri Era Anbarasu]

How can you expect Railways to pay to General Revenues on these assets ?

I wish to point out that this additional revenue of Rs. 490 crores could be raised by the Railways if deterrant steps are taken by the Railways to stop recurring pilferage in railway property and in the goods being carried by the Railways. The amount of compensation claimed on the loss of goods in transit is quite substantial. The loss in ticketless travel is running into several crores of rupees.

In addition to the special powers for the police as well as RPF to deal with the menace of pilferage, ticketless travel etc., there should be a Magistrate posted at each junction/station, and the ticketless travellers and other offenders should be awarded punishment on the spot; otherwise the cases would linger on for a long time. Such a step would go a long way in curbing various offences, and the railways would also stand to benefit in terms of revenues.

Further, a second class passenger can carry at present 35 kgs. and a first class passenger can carry 50 kgs. of luggage with him. There should be a graded variation in this matter so that the long distance passengers are enabled to take some more luggage. Now, a passenger going from Delhi to Agra can carry 35 kgs. and a passenger from Delhi to Trivandrum can also carry 35 kgs. of luggage. The long distance passengerse going from Delhi to Madras or Trivandrum should be given the facility of carrying more luggage with them.

I would also submit that the Railway Convention Committee should be converted into a Standing Committee for the Railways. That will ensure day to day appraisal and appreciation of the Railway finances.

The hon. Minister has said that the on-going projects would not be allowed to suffer for want of finances, and no new projects would be undertaken for want of funds. In this connection, I would like to draw the attention of the hon. Railway Minister to the case of Karur-Dindigul-Tuticorin-Tirunelveli broad gauge line with a capital outlay of Rs. 42.5 crores; but so far only Rs. 3 crores have been spent and this Budget provides a sum of Rs. 175 crores only. At this rate, this scheme may take four decades to get completed. I would, therefore, urge the Minister to provide more money for the speedy implementation of this project.

Here, I would also like to make one suggestion. When you take up a project, at least you should try to spend three-fourth of the amount in the first year or two. If you spread it over a number of years and allocate only a paltry sum, the project will always suffer.

MR DEPUTY-SPEAKER : And the cost will also go up, if it is delayed.

SHRI ERA ANBARASU : Sir, Tamil Nadu occupies the eighth place in the railway track map. The southern railway has always been treated in a step-motherly manner. But, now after the assumption of office the Minister of State for Railways is taking keen

interest in the development of Karnataka portion of the Southern Railways. Some hon. Members called him as the Karnataka Railway Minister. He has taken a lot of interest in providing new railway lines for Karnataka. I would not like to call the hon. Railway Minister as the Railway Minister of Malda, as some hon. Members have said; but he should allocate more funds for the State of Tamil Nadu. Tamil Nadu should be given its due in the matter of providing new lines and implementing other railway projects.

MR DEPUTY-SPEAKER : The Minister for Railways will reply tomorrow.

BUSINESS ADVISORY COMMITTEE

FORTIETH REPORT

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN):

I beg to present the Fortieth Report of the Business Advisory Committee.

21.30 hrs.

The Lok Sobha then adjourned till Eleven of the Clock on Friday, March 4, 1983/Phalguna 13, 1904 (Saka).

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Published under Rules 379 and 582 of the Rules of Procedure and Conduct of Business in Lok Sabha (Sixth Edition) and printed by the General Manager, Government of India Press, Minto Road, New Delhi.